NEW Clarion

SAM 1066 Newsletter

Merry Christmas

Issue 122016

December 2016

Affiliated to SAM 1066 Website: www.sam1066.org

Club No. 2548

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Contents

Editorial

I wish you all a Merry Christmas and a Happy New Year. Now you can get your winter building programme underway. I hope you will still have a few places to fly your new creations, be they Free Flight or Radio Controlled in the coming year. Perhaps at some point in time, as John Ashmole suggests, on the new BMFA flying field.

Reflecting on my own past year, built next to nothing, a coupe from scraps and a few indoor models, lost a couple, old Hep-Cat and Last Resort, smashed up both BMFA rubber models. I really will have to build this winter.

On the bright side, I lost my coupe at Odiham but later, with the help of Peter Carter, it was retrieved from a local dentist, somewhat the worse for wear. Must have been up a tree and spent quite a while there as covering on the warped wing is punctured everywhere. Needs a new one I think before the Coupe de Brum.

The AGM was well attended and passed off without incident, we still intend to press on with our constitutional obligations as best we can. See you at Salisbury Plain.

I have reproduced the SAM2001 report on the 2015-2016 International Tomboy Rally. I have not made any correction to the English as I believe the errors give a special flavour to the report.

I have a couple of articles from magazines on the 'Aurikel'/'Victory' glider referred to in last month's letters to the editor, but I am holding those over in favour of the slope soarer 'Hoverking' by our own Peter Gilbert.

Where would we be without yet another of our chairman John Thompson's power models, this month 'Space Rod'.

John Ashmole, the SAM35 Free-Flight secretary, has finalised his competition calendar for 2017 and it is published herewith. John has done the ground work and it is now up to us modellers to support his endeavour.

Nick Peppiatt continues with his indoor build, it should be noted that an omission from one of last month's pictures concerning tissue grain has been highlighted.

Finally, I report on the Guinness World record attempt that took place at The Shuttlewoth Collection airfield at Old Warden. The record was for 'The most people constructing aircraft kits'. at the same time. Rachel and I, together with the Pike family had an interesting day out and now have an insight into the considerable organisational effort required to stage such an event.

Editor

Annual General Meeting 2016 - Editor

The AGM of SAM1066 took place in the conference room at Middle Wallop on Sunday 30th October 2016 commencing at 2-00pm with a good selection of members present.

The meeting was chaired by John Thompson supported by our secretary Roger Newman. The Treasurer and the Membership secretary were unable to attend the meeting.
(it must be reported that the rumour that they were on expenses in the Bahamas looking for flying sites has no foundation)

Agenda

Welcome to members old and new for the season 2016/17
Apologies for absences
Secretary's report
Membership secretary's report
Treasurer's report and accounts
Report on the David Baker Heritage Library
Chairman's Report
Election of Officers
- Chairman
- Secretary
- Treasurer
- Membership Secretary

Committee Members
Proposal: Editor of New Clarion
It is proposed that the Editor of New Clarion is formally elected as a Committee Member of SAM1066

Annual subscriptions for 2017

Any other business

Events for 2017
Four events planned - To be held on Area 8, Salisbury Plain
Dates are: 17th April (in conjunction with Croydon); 18th June; 30th July; 30th Sept (in conjunction with Croydon)
Details of comps to be published in NC

Donations to Middle Wallop Fire Station & local Farmers 2016
An annual donation has been made to the Middle Wallop Fire Station Benevolent Fund & to three local Farmer for services rendered.
In view of no meetings being held during 2016, it is proposed that such donations are temporarily discontinued.

Future disposition of DBHL Plan & Magazine Library
The long term future of the digital plan library may be best served by providing a copy to the Outerzone website, enabling the plans to be merged into the digital collection already on that website.
The timescale to be agreed
Proposal: that SAM 1066 provides a copy of the digital plan library to Outerzone on a timescale to be defined.

The long term future of the magazine library, managed & maintained so ably by Roy Tiller may be best served by disposition to the National Aerospace Library (NAL) who have indicated a possible willingness to collaborate when Roy wishes to "retire" from his task.
Proposal: that a draft agreement with the National Aerospace Library is negotiated should the NAL wish to proceed.

Formalisation of Library Archivist position
Proposal: It is proposed that the position of Chief Archivist & Librarian for the DBHL is created and that Mr Roy Tiller is formally elected to this position

Members old and new were welcomed and apologies for absence taken and the meeting proceeded in accordance with the agenda above, commencing with the Officers reports then following the agenda without any dissent and unanimously approving all propositions Placed before it.

Secretary's Report 2016: Roger Newman

Not a good year for free flight. My worst fears were realised early in the year when we were denied permission to hold meetings at Middle Wallop – a combination of various un-necessary perceived circumstances, all of which are now well known to members.

An EGM unanimously voted for the Club to continue, albeit in somewhat difficult circumstances. Once the dust settled, we were able to arrange one meeting – held on Salisbury Plain by way of an experiment. The attendance was not brilliant & the reaction a little mixed, however we are sufficiently encouraged to go for four one day meetings in 2017, subject to the BMFA being granted a licence for Salisbury Plain. Two of these meetings will be shared with the Croydon Club. I would urge members to make the effort to attend at least one meeting in spite of potential difficulties of access – with care Area 8 is a very viable & large space for flying both sport & "not so serious" competition models, as evidenced by the 60 or so permit holders for this area who use it regularly.

A very recent & unwelcome publication concerning unmanned air systems or drones from the European Aviation Safety Agency highlighted potentially significant future problems for model flying in general – however the publication does not yet form EU policy or legislation. It called for input & we have submitted appropriate comments after consulting with the BMFA, who are protesting vigorously together with other European modelling associations to differentiate model aircraft from drones. Our comments are published in the November New Clarion to keep all members aware.

In spite of the difficulties, we have kept a close relationship with the Museum, which remains very supportive wherever possible. I am grateful for their co-operation.

Finally, as always, my thanks to our Committee & in particular our Chairman, who in the face of all our problems remains unflaggingly positive. We owe him a great deal for his support to our hobby.

Membership Secretary's Report 2016: Mike Parker

I did manage one event this year (Odiham) but managed to pack the wrong model in the car!!, apart from that I have been absent from flying field again this year. However I have to disclose that I have taken up RC flying again, unfortunately mobility problems are dictating.

The current membership list has over 700 members although I have although received several notices of members passing away this year.

I am still occupied in keeping the club website up to date and new members are still coming in. Once again this year I applaud the hard work and dedication our all of our committee members and our New Clarion editor without whom the club would not function. I remain ever hopeful of us returning to our activities either at Wallop or fields anew.

Treasurer's report. SAM 1066 Year ending 30th September 2016: Ed Bennett

SAM 1066. Income and expenditure account, 1st October 2015 to 30th September 2016

INCOME			EXPENDITURE		
Date	Details	Amount	Date	Details	Amount
			04/10/2015	Cost of prizes 03/04 Oct. meeting. Wine	93.0
04/10/2015	Gate receipts Sat. 03 Oct	73.00	21/1/.2015	Gifts to farmers.	118.5
04/10/2015	Gate receipts Sun. 04 Oct	76.00	05/01/2016	Donation, M W Fire Service	100.00
04/10/2015	Comp. entry fees 03/04 Oct	64.00	20/01/2016	AGM/EGM, Room hire and refreshments	90.00
21/10/2015	David Baker Library, sales	350.00	24/02/2016	2 parcels books/plans to Roy Tiller by DHL	43.90
13/05/2016	MOD, repayment of licence fee	150.00	05/04/2016	MOD licence	180.00
13/05/2016	MOD, repayment of licence fee.	30.00	20/06/2016	Daily.co.uk. SAM 1066 website hosting	76.62
07/08/2016	1066 Salisbury Gala, field entry BMFA.	118.00	07/08/2016	Field entry fee 07/08 to BMFA	118.00
07/08/2016	1066 Salisbury Gala, field entry, 1066	2.00	07/08/2016	Cost of prizes, meeting 07/08, wine	107.00
02/08/2016	David Baker Library, sales	250.00	05/09/2016	Daily.co.uk. Renew email plus for SAM1066.org, 1yr.	11.95
	TOTAL INCOME	1113.00	05/09/2016	Daily .co.uk Renew SAM 1066.org for 2 yrs	25.18
				TOTAL EXPENDITURE	964.15

Balance at Bank, 30th September 2015	**951.88**
Income for year 2015/2016	**1113.00**
Total	**2064.88**
Deduct expenditure 2015/2016	**964.15**
Balance at bank, 30th September 2016	**1100.73**

I have reviewed the SAM 1066 accounts for 2015/2016 as presented to me and find them accurate

Signed N.A. Peppiatt.

My apologies for being unable to present this report in person.

May I commence by thanking Nick Peppiatt for scrutinising the accounts and to thank the Committee for their cooperation and tolerance of an absentee Treasurer.

There are two income items worthy of particular note.

1. The field entry fees for the Salisbury Gala,07/08 August, being £118 were collected by 1066 and paid to the BMFA. Our percentage was £2.
2. We are again grateful for the very considerable sums (£350 and £250) raised by the efforts of Roy and Barbara Tiller and Roger Newman in selling duplicate items or copies of books, magazines and plans from the David Baker library.

Expenditure. These entries were mainly for "house-keeping" items.
The donations to farmers and the Middle Wallop fire service were in appreciation of their being good neighbours. It would seem to me inappropriate for this to continue in the light of the withdrawal of facilities at Middle Wallop. The meeting will need to come to a decision here.
The payment to DHL was as a result of the generous donation to the David Baker library of books and magazines by the estate of A A Judge. These had to be conveyed to Roy.
"Daily.com" provide the services we require to keep our web site operating.
Our end of year balance has increased on the previous period by £148.85.
I am pleased to report that we are in a sound financial position.

The balance sheet audited by Nick Peppiatt was unanimously accepted by the meeting.

DBHL(Magazines) Report 2016: Roy Tiller
The magazine library thanks all those members who have responded to our requests for magazines to fill gaps in the collection. The sale of spare plans and magazines has suffered from the loss of Middle Wallop but has continued at indoor meetings at Totton and Wimborne. Bournemouth M.A.S. club member Keith Fredericks has handled the selling of magazines on Ebay, thank you Keith. This year the library has been able to pass £250 to the SAM1066 treasurer, half of this amount deriving from the sales on Ebay.
If you are having a clear out of aeromodelling magazines, books or plans please do consider donating them to the library where they will either add to the collection or be offered for sale for the funds. Either way good for your library good for SAM1066.
Look at the SAM 1066 Website. Click on "David Baker Heritage Library" and then "Magazines held" to see the Excel chart with a list of the magazines held, and the gaps in the collection. If you can help to fill any of the gaps please get in touch. Also on the website is the "Index of Plans in Magazines". Again this is an excel file and to best use it I suggest that you download the file. You can then sort the data by any of the headings i.e. model name or by designer or by magazine title/date etc... You can sort by multiple factors, select DATA, SORT and then, for example, by Designer, Type and Model Name. Sort by any factor and I am sure you will find something of interest.

DBHL(Plans) Report 2016: Roger Newman
Very little use has been of the plan library during the year – probably less than 20 requests.
We have received approximately 1000 plans from the estate of the late John Wingate, for which we thank Kath Wingate for the donation & John Andrews for transporting them. They remain to be sorted, in all probability there will be many duplicates. These will be passed to Roy Tiller for (hopefully) disposal & a contribution to Club funds.
The long term future of the digital plan library may be best served by providing a copy to the Outerzone website, enabling the plans to be merged into the digital collection already on that website. This is subject to agreement by the membership & is proposed under any other business of this AGM.
Similarly, the long term future of the magazine library, managed & maintained so ably by Roy Tiller may be best served by disposition to the National Aerospace Library who have indicated a possible willingness to collaborate when Roy wishes to "retire" from his task. Again, this is subject to agreement by the membership & is proposed under any other business of this AGM.

Chairman's Report 2016: John Thompson
Everything important has been explained and recounted by my fellow committee member's reports.
The notable thing is that despite the reduced actual flying we promoted in past years, the amount of "work" that all of them do, together with John Andrews and Roy Tiller with the NC and library, has probably increased! Just to keep the Ship afloat though is important, in that FF as we all know is in decline, possibly to some, with the perception that the world is against us. I may be gloomy on this score, BUT many continue to enjoy the hobby. So, we will continue to provide as far as possible a focal point for all FF, but importantly for vintage and classic type model flying.
I would like to thank the crew, Roger, Mike, Ed, John and Roy for all the help that they have given me during the year. I suspect that many folk do not understand (there again maybe they do!?) how much effort is put in with telephone calls email etc. to keep things going. I for one appreciate their efforts.
One final comment, it is rather odd to note that for an "E" based organisation, that our major source of income last year was for old paper plans and magazines!

The election of officers resulted in the current incumbents' carrying on for the another year; Chairman, John Thompson; Secretary, Roger Newman; Treasurer, Ed Bennett; and Membership Secretary, Mike Parker.
The editor of the new Clarion, John Andrews was elected as a committee member.

There was a small deviation from the agenda at this point to allow the chairman to present framed certificates 'for meritorious services to members' to both New Clarion Editor John Andrews and Rachel his assistant.
Subscriptions for 2017 were again set at £0.
Under Any Other Business the following items were approved.

- Events for 2017: 4 listed events on Salisbury Plain
- Donations to Wallop Fire Services & local farmers to be temporarily discontinued.
- Disposition of the DBHLibrary of Plans and Magazines to be actively pursued. Plans to be offered to the 'Outerzone' website and Magazines offered to the 'National Aerospace Library'. The magazine library would be transferred when Roy Tiller our current Archivist saw fit.

Questions were asked concerning the safety of the plans archive should the 'Outerzone' website fold. The meeting was assured that a copy would remain with SAM1066.
There was a suggestion from the floor as to the possibility of the SAM1066 website containing a similar downloading service. No decision was taken.
The creation of the position of 'Chief Archivist & Librarian for the DBHL' was approved and Roy Tiller elected to the post.
At this point the chairman presented certificates 'for meritorious services to members' to our Archivist Roy Tiller and his assistant Barbara.
This concluded the formal agenda and the meeting was opened to the floor.
It was reported that the airfield management at Wallop had changed and David Lovegrove advised the meeting that, as he understood it, it was the intention for the airfield authorities to review applications from civilian organisations for use of the airfield on the basis of hosting one event each month. David was to attend a meeting shortly and would make an application on behalf of SAM35 for a vintage RC event. Should approval be granted it might be possible to widen the event to embrace a little FF. Our secretary Roger will try to attend the meeting.
John White asked if a search of all ex RAF airfields could be made to attempt to find a viable site for FF meetings. The officers and particularly Roy Tiller reminded John that the BMFA had completed this exercise some years back and Roy informed the meeting that he still had his ordinance survey map with all the old airfields marked for the area he investigated. Roy observed that many had been swallowed up by urban development, others converted back to agriculture and the like, no sites had been located.
John then asked if County Showgrounds had been investigated as most counties had one. This was perceived as a possibility for members to follow up.
There followed general discussion on current sites, touching on Epsom Downs, Salisbury Plain etc. John Thompson observed that there were only two sites in the north, being Sculthorpe and North Luffenham, modellers in the south had a few more to choose from.
At this point the meeting was closed and members repaired to the tea, coffee and biscuits provided.

Certificate recipients: John & Rachel Andrews and Roy & Barbara Tiller

Editor

Midland Gala - Jim Paton

Perfect weather for the meeting on Saturday 29th Oct and a huge turn-out. My flying in three classes was good, mediocre and very bad.

I opened the day with E36 and had three mediocre sub maxes. My climb was not high enough and had a bit of a roll. The glide was a bit steep but alterations for climb adversely affected the glide and vice versa. Expert Chris Redrup offered to give a lesson later, but was distracted by trying to retrieve his P30 after a flight of at least 25 minutes oos!

Somehow the god of thermals was with me for F1G. I made five easy maxes with my model gliding rather well, or was it just good air. I have three Bukin coupes which have served me fairly well for over 10 years but they are all about 14g overweight. So I have put together a fourth from bits, and with RDT. This was the one I flew on the day. It has no variables other than the dt. No auto rudder, no vit, no wing wiggler. It seems to be all the better for it.

I entered my elderly, much repaired Buckeridge lightweight in mini vintage. It was well trimmed twice last week at Port Meadow. Despite that today it power stalled on its first flight. On the second it had too much down-thrust but was flying well till the motor stopped. It then nosedived back to earth. I reckon the nose block had dislodged. For the third flight I removed most of the down thrust, but not enough. All rather inexplicable.

In the F1G flyoff Spencer Willis beat me by one second. Chris Redrup had to get away to look for his model so I had to collect his two bottles of wine.

He may have to give up on them as I won't be seeing him for a few months. There were some remarkably long dt failure flights, and some very short retrieves. My shortest was 10 paces after two and a half minutes. In all a really great end of season event, blessed with perfect weather and smoothly run.

Jim Paton

Tomboy Rally 2015-2016.

Hi everybody! It is with great pleasure I introduce you the report of the 8th edition of Tomboy Rally P.C. As in every edition, the contest starts on the 1st of June and ends on the 31st of May. Our never ending contest is arrived yet at its 9th edition, which obviously ends on 31st of May 2017.

My apologize to all the followers of the Postal Contest for the delay I have prepared the report of 8th edition but I was very busy during past months due my job. I want to dedicate this edition to the memory of my great friend Bruno Valeriano Tascone, who passed away on April 25th 2016. Bruno, known as "Seagull Valeriano" to his friends, has always supported me since the first edition of this contest with his help, evaluable advises and participating with his perfectly refined Tomboy. Goodbye "Seagull" Valeriano.

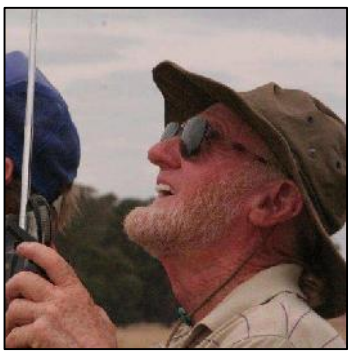
This edition saw a good participation of models: 15 from Australia, 10 from Italy, 2 from France, 1 from Swiss, 1 from Argentina, 1 from Slovakia and 1 from Great Britain. The participating models were divided into 2 categories:

1) 24 models in the 36/44"

2) 5 models in 48". Moreover, a model was awarded with Free Flight prize and, for the first time, a prize was given also in "Idro version".

Tomboy Rally 36" Event

The winner in our "classic" event this time is a well-known and skilled Australian modeler who won in 36/44" and 48" event, like in 2012/2013 edition: Brian Deason. His best flight was on April 11th 2016 with a flying time of 26'46", enhancing in this way his personal record hit in 2012/2013. For this reason, the president of L'AQUILONE SAM 2001, Paolo Montesi, decided to give a special prize to Brian, who is the first modeler to win two edition in both events. A Niuport 11 Sterling Kit is going to fly to Brian! Enjoy your prize with the compliments of all SAM 2001 members!



The second place is, in ex equo, for Gianfranco Lusso, from Swiss, and Ray Silbereisen, from Australia, obtained with a time of 22'35". For several years, Ray took part in SAM 270 Tomboy Rally Event held in Oakford field and organized by SAM 2001's friend, Paul Baartz.

He wrote me: *"Hi Santoni, Our Tomboy rally was held last Sunday (December 4th) on a cool day with moderate breezes and fine, Thermals were not easy to find as we started early at 8am and apart from several structural failures resulting in serious model damage most of us had a good time of it. Rod McDonald was unlucky in having the best time of the day but landing outside of the area and thus the flight was not elegible.*
Several flyers did find lift and recorded very good scores."

However SAM 270 "platoon", as every year, He has gain good time in the final rank like Rod Mc Donald placed 4th with a good 18'15" (remember this is second attempts because He best time was not elegible for landing outside of the area) Greg Mc Lure 5th place time 13'54"; Mike Butcher 9th place time 9'50"; Ian Dixon 10th place time 9'25"; Hans Van Leeuwen 15th place time 6'34" (44" IC powered): Chris Edwards 21th place time 3'22"; Rod Mc Donald 22th place time 2'05" (EL powered) and Kavin Hoopper (no flight this time, but I am sure than next time You will be the best, OK?). Many Thanks to all, my Down under friends.

And now talk about the other 2th placed, my friend Gianfranco Lusso. During the months of 2015 winter, He had health problem due a wrong diagnosis by a doctor, which have make "out of order" Gianfranco up to April 2016 : So Gianfranco, just he have can do it, had carry on his Tomboy and have drove to Club Modeliste Pais de Gex – France- for made annual attempts, were he have made your best flight.
Dete Hasse, from Australia, has gained the 3th place, time 19'24", with his electric powered Tomboy;
Dete write to me: *Hi Curzio, Thank-you for thinking of me, and I send apologies for not corresponding sooner. I only did one flight with the Electric Tomboy 36" this year and felt it was not very good. Monday 7th March 2016 flew 19 min 24 sec. We have had a lot of windy weather this year, and so our flying opportunities have been limited.:"* Instead it is a good time, Dete, not the best of ever, but a good time.

Stephane Courvoisier from France, 6th place time 12'25" is a member of CMPDP which he has always used RTF models for flying but a day, look at the Tomboy of Gianfranco Lusso, he have decided to build a model in the old fashioned way. I think he actually did a good job and I hope that Stephane will take part in TRPC the next years too.
Seventh placed is Pavel Rabec from Slovakia with a time of 12' 22". He flew on April 30th 2016 in Mocenok airfield with a Cox 0.49 powered model. Pavel made two attempt with his pretty red and yellow Tomboy in a sunny day. Fortunately, he found strong thermals and, as the photo he sent me

demonstrates, he needed even an "helper" to retrieve the model in the grass. Pavel, your dog is…GREAT!

The eleventh place goes to an old friend of the contest, Mike Walsh from Australia, with a time of 8'46". He took part in the contest with Jim Hardy, placed 19th (time 3'48"), both with IC powered model. Jim wrote me :" Curzio, I have to report a rather dismal result for our members in the Calvert Radio Aero Modellers Society's entry in the Tomboy Rally. Despite the numbers increasing by 50% (from 1 to 2) the flight times did not reflect such a dramatic increase.
ENTRANTS : Mick Walsh AUS 29315, SAM 1788 member, Flight time 8 minutes 46 seconds. Timer W Hathaway.
Jim Hardy AUS 9881 3 minutes 48 seconds; timer P Nightingale.
Thanks for organising a most interesting competition." Thanks to you, Jim and welcome in Tomboy Rally PC. I hope you will have fun with our Tomboy Rally the next year too.
Now I want to give a special thanks to Bernard Deraudre from France (placed 16th scoring a time of 5'49"), who spread among French modelers ours contest with a special issue of his bulletin dedicated to OT modelers. Many Thanks Bernard from Gianfranco and Me.

And now talking about of Italian participating in the competition. Giancarlo Di Chiara is the first in rank placed 8th with a time of 11'30" gained during a F/F meeting held in Campo Felice (near l'Aquila) were was a helper of Giancarlo Wessely, placed 12th, which he had took part at the meeting with his Lulu. Both have found the time to try some attempts with them electric powered Tomboy. Silvano Lustrati, placed 13th, Santoni Curzio, placed 14th, Ugo Baldari, placed 17th, Maurizio Sagnotti, placed 18th, Eros Cavallaro, placed 21th are the others in the rank. And now is the time to talking about a contestant whose all the other Italian competitor are proud; Simone Baldari. Simone is the son of Ugo. Simone, six years old, is a schoolboy of primary school, which has every showed a great interest of the father's hobby, and so Ugo have let taught to Him to fly. Simone has showed a particular interest for the Tomboy of his father, which often have let fly Simone with his 36"ws, powered Barbini B38 diesel. So I have thought of giving the Tomboy of my fried Valeriano Tascone, which is died some months ago, to Simone. I am sure then my friend Valeriano have smiled from the paradise, when Simone received the model. Go Simone, made this Tomboy fly high!!!!!

Tomboy Rally 48"

Fortunately this edition saw a good participation of 48"ws entrants. I am so happy about it because I think that enlarged version of Tomboy is a great model, very stable and usable in most weather condition.

The winner of this edition is Brian Deason (time scored 37'08") to whom I want to give many compliments for his great result, although it was not his best score in this event. In fact, Brian won 48" ws event in 2012-2013 edition with a time of 41'29".

Second placed is Les Davis (time scored 18'34"), another Australian model and Tomboy Rally's friend, who tried to surpass "Superman" Brian, anyway without success. Good luck for the next edition Les!

Third place goes to Ian Dixon, from Australia too. Ian participated in 48"ws event for the first time. He made his attempt in Oakford event with no good weather conditions. However, I hope Ian will keep using the enlarged version too.

Fourth placed is Giancarlo Di Ciara, from Italy with a time of 7'31" and then fifth placed Santoni Curzio 6'48". All the contestants have used electric powered models.

David Baker F.F.Special Prize

For the second time The David Baker Prize, reserved for F/F IC powered 36"Tomboy, was won by John Andrews, great F/F modeler and New Clarion Editor. He flew during Sunday Meeting held on May 15th 2016, where he participated also in Mini-vintage event with his "Pinocchio". John had gained a time of 3'30" *("Not too good I'm afraid, as model was damaged before I could do better"*) wrote me John because his 16 year old Tomboy was seriously damaged landing during the second flight. The prize of this year is a kit of "Ascender". Many Thanks John.

This edition I have take part in F/F event during the annual meeting of Tomboy Rally held near Rome May, 21th 2016 with time of 2'40", where I have used the oldest of the two Tomboy of my friend Valeriano Tascone. Whereas was a sunny morning I decided of switch off the radio, I filled the tank of 0.75 Mills Irvine and to leave the model, nose in the wind. The Tomboy was flying steady, turning slightly on left, landed, no damage, on the grass. Sincerely, those flight was been the best flight of this year; Many Thanks, Valeriano.

Special Prize Vic Smeed

Horacio Banus, from Argentina, is the first winner of VIC SMEED Special Price, reserved for rise of water model. This special prize was suggested directly by Vic Smeed to Gianfranco Lusso and me. Horacio has posted on YouTube a video called "Tomboy, primier despegue desde el agua" (https://youtu.be/2WrDwLiOdd0) in which he showed his flight with Tomboy idro. Unfortunately, the flight was not perfect due a not correct CG check.

However he deserved the Special Prize Vic Smeed, a t-shirt with the SAM 2001 logo on the front. Your prize was sent last week, so it is going to arrive! Bravo Horacio. I hope you will take part in Tomboy Rally next year too.

A Special Wish

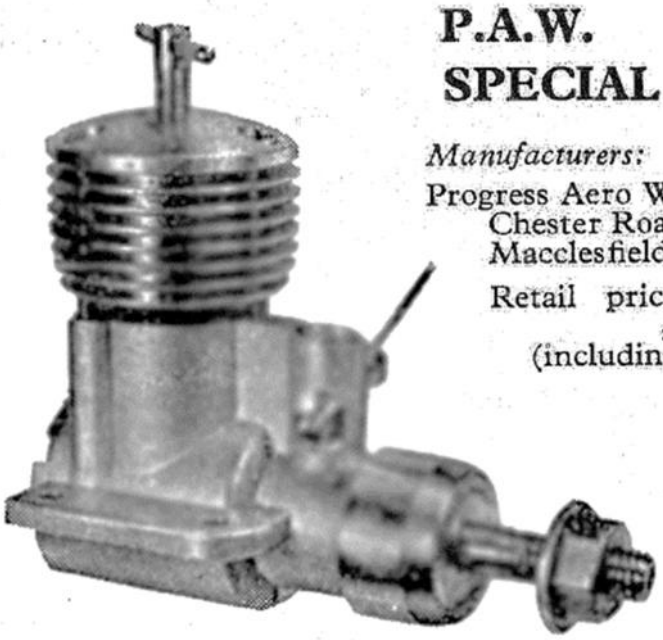
I want to thank our friends of S.I.G. of M.F.N.Z., from New Zealand, who are organizing a Tomboy Postal Contest too, which is open to any modelers who is a member of a foreign Country's recognized club. The contest is for 36"ws version only, divided into IC and electric classes. The rules we applied are the same of SAM 2001 Tomboy Rally in IC class, instead it is only allowed 360 mah-2s battery in Electric class. Your best time flight from 1/1/2016 up to 31/12/2016 must be submitted by e-mail to Allen Teal at allen@tealcare.org. or Wayne Cartwright.

Finally, as every year, I would like to give a warm thank you to all Tomboy Rally friends who took part in this edition and also to who could not attend the contest this year, such as: Stewart Mason, Mick Walsh, Graham Main, Manuel Rojo, Bob Slater, Zdenek Slapnicka and Mark Venter.

Good luck to all of you and have fun with Sam 2001 Tomboy Rally.

Gianfranco Lusso and Curzio Santoni

Engine Analysis: P.A.W. Special - Aeromodeller Annual 1958/59



P.A.W. SPECIAL

Manufacturers:
Progress Aero Works,
Chester Road,
Macclesfield.

Retail price:
£6/10/0
(including P.T.)

Specification

Displacement: 2·456 c.c. (·1498 cu. in.).
Bore: ·597 in.
Stroke: ·535 in.
Bore/stroke ratio: 1 : 1·09.
Bare weight: 4⅞ ounces.
Max. B.H.P.: ·249 at 14,000 r.p.m.
Max. torque: 22 oz.-in. at 7,000 r.p.m.
Power output: ·101 B.H.P. per c.c.
Power rating: ·051 B.H.P. per ounce.

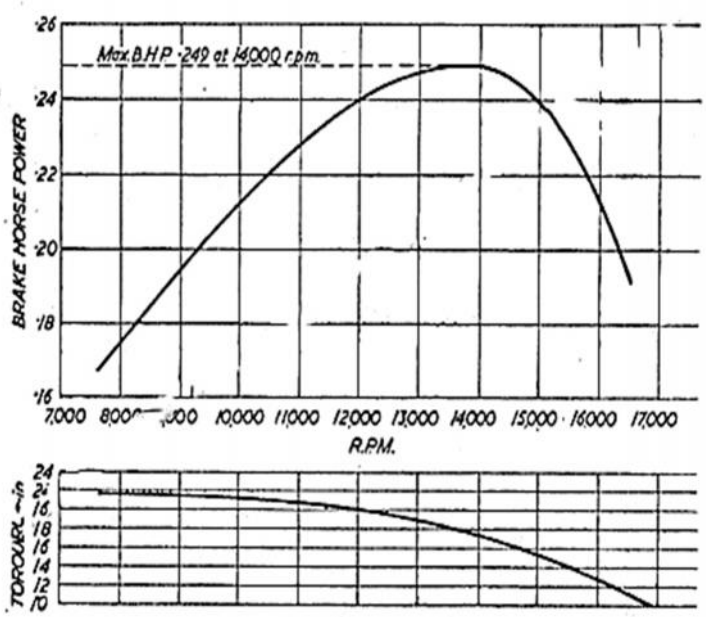
Material Specification

Crankcase: gravity die-casting in light alloy.
Cylinder (liner): Silver steel, ground and lapped.
Piston: Brico cast iron, ground and lapped.
Contra-piston: Brico cast iron, ground and lapped.
Crankshaft: high tensile steel.
Connecting rod: Hiduminium RR.56.
Bearings: rear, Ransom & Marles ⅜ in. ball race front, press-fitted Brico cast iron sleeve.
Cylinder jacket: turned dural.
Back cover: turned dural.
Propeller driver: turned dural.

PROPELLER—R.P.M. FIGURES

Propeller dia. × pitch	*r.p.m.*
9 × 3 (Tiger)	11,500
8 × 4 (Tiger)	14,200
8 × 3½ (Tiger)	15,000
6 × 9 (Tiger)	14,500
9 × 4 (Stant)	10,300
8 × 6 (Stant)	10,900
8 × 5 (Stant)	12,400
7 × 6 (Stant)	13,600
7 × 4 (Stant)	15,000
7 × 3 (Trucut)	16,400
7 × 4 (Trucut)	15,400
7 × 9 (Trucut)	10,400
8 × 4 (Trucut)	13,500
8 × 6 (Trucut)	10,200
8 × 8 (Trucut)	8,200
8 × 10 (Trucut)	7,700
9 × 4 (Trucut)	10,900
10 × 4 (Trucut)	7,900

Fuel used: Mercury No. 8.



Sneyd Indoors - JohnAndrews

Saturday November 5th, I was off up the M6 to Bloxwich where I deposited Rachel at our daughters abode and I popped off down the road to the Sneyd Sports Hall for the Walsall clubs indoor meeting run by Alan Price.
I had my B'ham xmas crickets with me including an old standard one that I had given a new lifting wing with a Hanger Rat profile.

CRIII was showing promise as I was upping motor size, then I overstepped the mark with .090 x 20" loop. An experimental 1,600 turns took it rather too smartly up high to ping about the rafters until the wall finally intervened and CRIII slid down behind a table and the front end broke off. Back in the box for repairs.
I amused myself with the other two, CRI & CRII but they were not set up right so I called it a day and took one or two pictures.
Graham Smith had his, I think, AEG C1b now decorated & lozenge patterned and it flew excellently cruising slowly back and forth under perfect R/C control.

Graham was also giving another of his styrene wonders an airing. The model now sporting a little more detail, I still have not identified the prototype.

Colin Shepherd was also performing with a new Thorns xmas cricket, lighter than the last one judging by the flying speed and another adversary for me. My xmas competition crown is not feeling too secure at the moment.

I'm due to take part in the Old Warden Guinness record attempt for the most people building a model aircraft at the same time. They are hoping for 350 as current record is about 250.

The attempt takes place on Sunday 20th November, I'll report later in this issue.

John Andrews

HOTTING-UP AN ENGINE

THE PROCESS of "hotting-up" a model engine can be something of a fallacy. Model engines, due to their relative simplicity, are not amenable to tuning as with full-size engines and a considerable amount of time and effort spent on "reworking" an engine can be entirely wasted—unless one has a particular flair for that sort of thing, and a proper knowledge of the subject.

Basically there are two ways of improving the performance of an engine —finding the best fuel for that particular engine, and "reworking" the mechanical or physical side of the engine to produce improvements in overall efficiency. In the case of glow motors the two may be interrelated and the amount of reworking may range from a mere adjustment of compression ratio to match a particular fuel (see article "Dopes for Fuels"), to an increase in port sizes, etc. Reworking itself may be sub-divided into two categories—the type of work which can be undertaken by the average modeller with limited workshop equipment and that which demands the use of special machine tools and high engineering skill.

Stock engines are mass-produced items and, as such, should be very much the same, provided the design is sound and material selection and manufacturing technique consistent. Certain engines have more handwork applied to them during production (notably the British and Continental diesels and most Japanese engines) which makes the engine performance dependent on the skill of the individual operator. Largely this concerns the matter of running fits, and hence the friction produced by the moving parts.

All engines are improved by careful running-in, regardless of claims to the contrary. A new engine may run well at high speeds and develop plenty of power from the start of its life, but its performance will continue to improve slightly as the moving parts bed down to optimum running fits. No degree of initial fit can exactly allow for the side loads developed on a piston under actual running conditions.

Thus, careful running-in is the simplest and most direct method of "tuning" a new engine, following manufacturers' specification for propeller size, and working up to a nominal maximum speed with a suitable propeller load. This nominal maximum speed should be somewhat higher than the anticipated or quoted r.p.m. for max. b.h.p. for the engine, except in the case of glow motors for racing installations. In the latter case high-speed running-in is usually done with the same size of propeller intended to be used in flight, although even then it is advisable to use a propeller of the same diameter but reduced pitch to produce a static r.p.m. figure corresponding more nearly to the actual flight r.p.m.

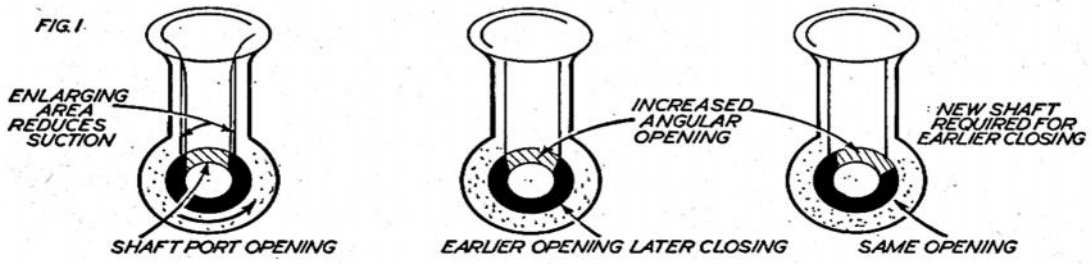
Having properly run-in an engine it is then particularly important not to disturb the geometry of the engine further. This means that if the engine has to be dismantled for any reason the cylinder and piston should always be replaced in exactly the same manner as originally. For similar reasons, any attempt to rework an engine physically should be done when the engine is new and *not* after it has had a fair amount of running time, otherwise it may have to be completely run-in again, re-forming surfaces which have already been "reworked" once by friction and polished. A second run-in period under such circumstances could be unduly long and may even have to be carried to the point where there is excessive wear appearing at some points.

The basic factor when reworking an existing engine is concerned with (*a*) reducing friction and (*b*) assisting and improving the gas flow throughout the engine. The latter is the simplest to tackle and so the techniques involved will be discussed first.

Starting at the intake or choke tube itself, this is usually relatively small in bore on a stock engine to promote good suction and easy starting. Opening out the diameter by drilling will increase the volume of air, and hence the volume of charge inducted into the crankcase at the expense of reducing the gas velocity and suction available to draw fuel out of the spraybar. Retaining the bellmouth entry by enlarging the top of the intake may not be possible as there may be insufficient metal remaining and thus venturi effect is lost. It may thus even be necessary to make and fit a new venturi-shaped top to the tube, or accept the fact that suction will be very poor, requiring the tank to be located level with the spraybar and making the engine more difficult to start. (An extreme case is reached in the case of the Fox 29R where the intake size is opened right out to the point where there is no appreciable suction effect at all and the fuel has to be pressure fed to spray out of the jet hole.)

Opening up the intake bore may mean that the intake port on the shaft (front rotary or barrel valve induction) or rotor disc (rear disc induction) does not now match the intake opening. Opening up this port will affect the timing.

FIG. 1



If the port hole is enlarged symmetrically the intake opening will be increased by a proportional amount at each end. If, however, the hole is enlarged by removing metal from the leading edge of the port only (*i.e.*, in the case of a shaft port, opening up one side of the existing hole), the closing point and overlap remains the same (Fig. 1). Thus unwanted "blow-back" effect is not enhanced. This may also be carried out on an engine without increasing the intake tube bore to increase the intake opening period while retaining good "choking" characteristics.

Theoretically a large intake opening requires less overlap since the gas velocity is less. It may then be necessary to provide sub-piston induction (*e.g.*, by shortening the length of the piston) to ensure that sufficient air is inducted into the crankcase. Conversely, a small intake port is consistent with a lot of overlap, at the cost of producing a marked "blow-back" through the intake when choked.

To alter the timing for the intake to close earlier, either a new shaft or new rotor disc is necessary, repositioning the port accordingly. A method of increasing the area of a shaft port without increasing the angular opening is to extend it along the length of the shaft, the angular opening being controlled by the width of the port.

Further improvements which can be effected with regard to the induction are to remove or minimise restrictions to flow, avoid right angle bends as far as possible, and possibly shorten the gas passage (effectively done by opening the port area, incidentally, although the spraybar position may also be lowered and the original hole plugged).

The spraybar itself is an obstruction and there is some theoretical justification for thinning this down as far as possible, or waisting it at the centre (which is the region of highest gas velocity). The wall type jet with only the needle valve traversing the intake tube is the best that can be achieved in this respect, although appreciably coarser in action than the conventional spraybar unit and best suited to larger engine sizes.

Much can also be done to improve the shape of the gas passage at the bottom of the intake, particularly in rounding and smoothing the rear edges of the port opening in the shaft or rotor disc so that the charge can flow through a smooth curve instead of having to negotiate sharp corners. It is quite possible for the port opening to provide a definite gas "trap" at the bottom of the intake tube through overlapping the intake tube slightly, which is not consistent with good gas flow (see Fig. 2). Surplus metal can be removed by grinding (or rubbing with an oilstone) and as a by-product, the strength of the shaft may be improved. The port opening is usually the weakest part of the shaft and the hole cut by milling or drilling leaves relatively rough edges. Smoothing these edges will eliminate stress raisers.

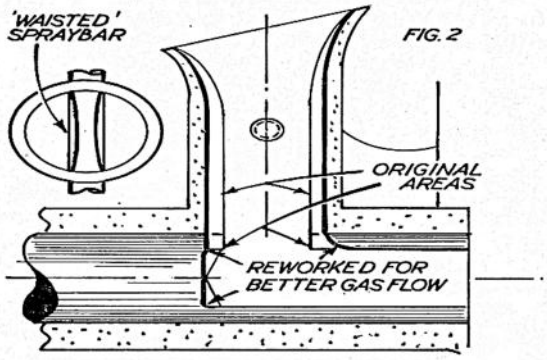


FIG. 2

Modifications which do *not* work, as far as the intake system is concerned, include "supercharging" by shaping or extending the intake entry to point directly forward, usually resulting in the engine stopping dead ; angling the top of the intake (it seems to make very little difference between dead vertical to 45 degrees); or supplying ram air in any form, except on a sideport engine. With sideport induction, the intake tube facing aft, some improvement may result by extending the length of the intake with a suitable piece of flexible tubing, the length giving optimum results obtainable by cut-and-try methods. This tubing must open downstream ; facing it forward will stop the engine.

Internally, the same considerations apply as regards smoothing the contours of the gas passages by rounding off sharp corners, burrs, etc. Polishing of the port faces and gas passages has no significant effect and is largely a waste of time, however much it may appeal as the right thing to do.

Any enlargement of the ports in a vertical direction will affect the induction timing, which may not be desirable. Opening out the ports circumferentially will increase area without affecting timing. With the conventional method of cutting the transfer ports directly in the cylinder wall, chamfering off the entry by grinding is usually a good thing, although the ultimate effect will be related to the actual shape of the passage at this point. It is a good thing to produce a curved gas entry into the port opening, but not at the expense of a substantial increase in passage area immediately in front of the port, which allows the charge to expand and slow down (Fig. 3).

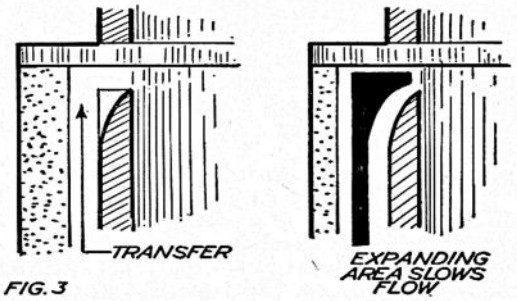
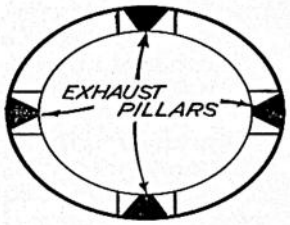


FIG. 3

Exhaust ports are generous enough in size on most stock engines and, even on some racing designs, could well be smaller without detracting from performance. This is also borne out by the fact that exhaust "choking" as a means of throttling down an engine needs to be quite drastic (the exhaust almost completely blanked off) before any appreciable effect is produced. It is advantageous, however, to reduce the width of any pillars blanking the circumferential port opening, and in the case of thick-walled cylinders, reducing these pillars to a wedge shape (Fig. 4).

Work on a hardened cylinder, other than simple grinding, is largely outside the scope of the average modeller. Even with grinding there is the risk of overheating and distorting the walls, although the bottom portion of the cylinder commonly has a generous clearance for the piston and some slight distortion may be tolerated. The skilled engineer—amateur or professional—will appreciate these difficulties and be prepared (and have the necessary equipment) to fabricate and fit an entirely new piston in a completely reworked cylinder if necessary. On the other hand, satisfactory porting modifications on an unhardened cylinder can often, with care, be done with just a few files.



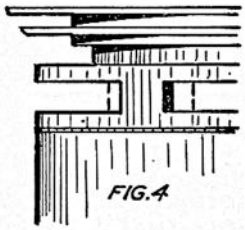


FIG.4

The "model engineer" has plenty of scope in reworking stock engines. Very few mass-produced engines are truly "square"—that is, the cylinder is not exactly at right angles to the line of the crankshaft. Nor are mating surfaces always as smooth as they could be, and so on. All minor points, but all adding up in the end to quite an appreciable total efficiency loss. Carried to extremes the "engineering reworked" engine might then strip down to merely the original crankcase, with all the other components new—as in the case of the Carter racing engines. Except for the specialised application of control-line speed it is quite unwarranted to go to such extremes, nor is it within the scope of many individuals, however skilled in model engineering, to attempt such extensive reworking and end up with an *improved* performance.

The normal limit of reworking should be confined to the piston and main bearing to reduce the friction of these components as far as possible. Most pistons may, with advantage, be waisted slightly to reduce their bearing area. Most commercial pistons are excessively heavy, which is not necessarily a bad thing for general running and durability but does produce higher than necessary inertia forces within the engine and encourages vibration. Vibration invariably means a loss of power—simply because a certain amount of power must go to producing the vibration which might otherwise be available as useful output. Almost certainly a reworked (lightened) piston will require relapping into the cylinder.

The other main source of friction is the main bearing—a chief source of friction with a plain bearing engine. It is true to say that the performance of a plain bearing engine is as good as its bearing !

The state of the bearing can usually be estimated accurately when bench running. If the bearing remains cool at both high and low speeds it can be accepted as a good running fit and will not give any trouble. The actual fit of the bearing itself is no guide. Some manufacturers deliberately adopt a relatively slack bearing fit (so that the shaft can actually be moved up and down slightly). Others adopt a much closer fit. Both techniques are quite satisfactory, provided the bearing does not overheat. Cool running is a sign of low friction.

An overheating bearing may be due to a variety of causes : inaccurate crankshaft section, a barrel-shaped bore or a waisted shaft, all contributing to point contact and thus high, localised bearing loads. Such individual cases must be examined on merit, calling for a rebushed bearing or a new shaft, as the case may be.

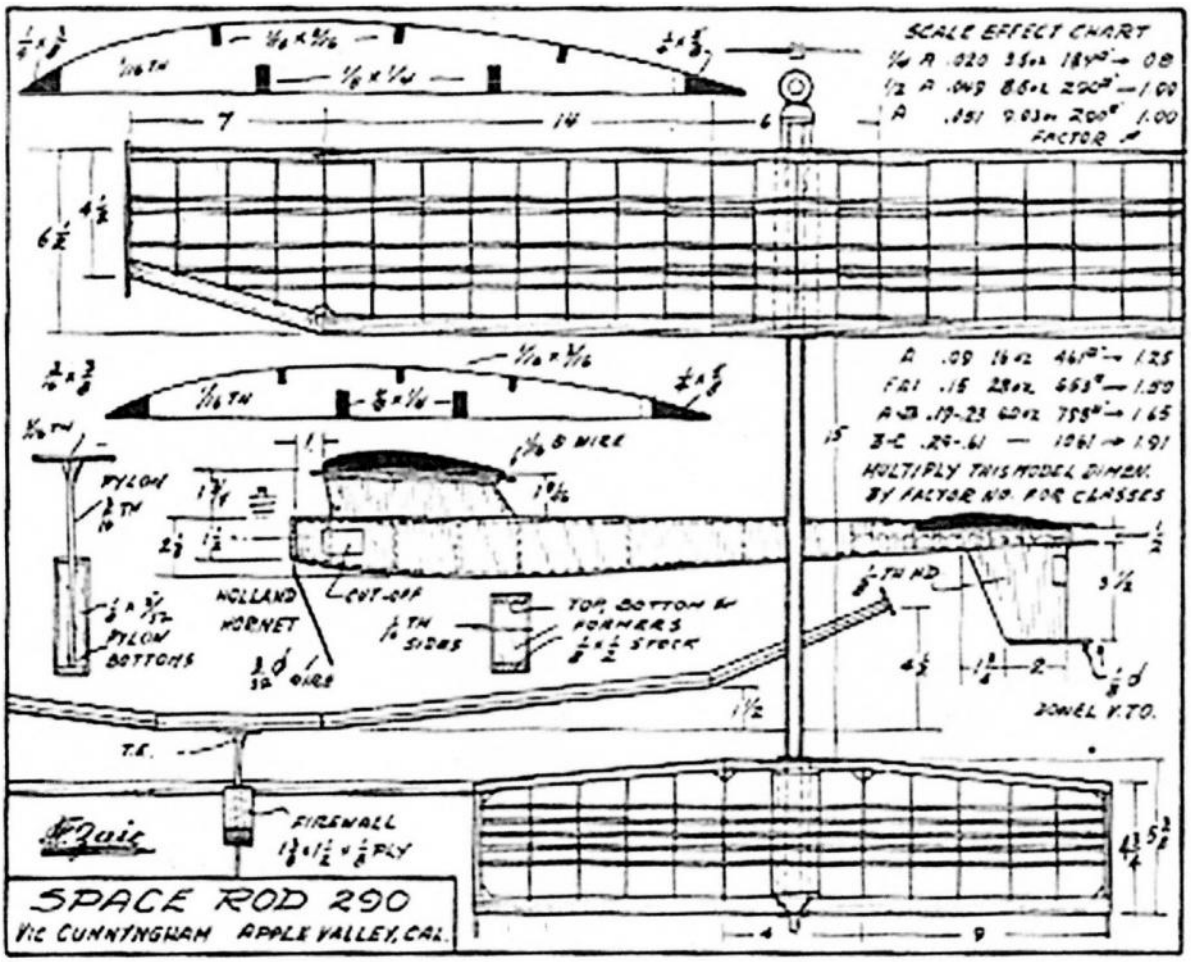
If there is any evidence of the shaft running dry, oilways may be cut down the length of the bearing with a file, finishing short of the front end. Lubrication of the big and little ends of the connecting rod can also be improved by drilling oil holes. Excess friction from this component may also be caused by lack of parallelism of the bearings, which can be checked by sight and/or direct measurement with lengths of rod fitting each bearing size assembled in the connecting rod (preferably silver steel rod which can be purchased in a variety of accurate sizes). Small errors in alignment can be corrected by bending.

In the case of ball race engines little can be done to improve the bearings, except to replace the ball races by ones of higher quality. This would seldom be called for (unless a race is definitely faulty), except for a special racing engine. Alignment can only be improved at the cost of remachining the housings, or better still remaking this assembly.

An overall requirement to bear in mind when reworking any engine is that any modification which reduces the rigidity of the engine as an assembly is liable to reduce rather than enhance performance. Thus, an extensively reworked cylinder may be fine in theory, but the practical results achieved will be poor if it distorts when running, or even when tightened down. Where sheer maximum performance is the aim, even distortion of the crankcase under running loads can cut down performance. There are no golden rules to success and many hours of careful work may ultimately produce little or no gain. But, for the enthusiast who is prepared to find out the hard way, any stock engine *is* capable of improvement by reworking. For those who want a short cut method—stick to careful running-in as the surest path to success.

Space Rod - John Thompson

There is a clue in the name of this power model, being a combination of Ramrod and Spacer. The simple lines and tip plates coming from the former and the subfin from the latter.



I was intrigued with the wing section with its sharp pointed entry and exit. One could almost use the wing back to front as the section is almost symmetrical fore and aft. The construction is sound with multi-spars which result in quite a twist free wing and tail.
I decided to build the 290sq inch version, and initially tried it with a 1cc Profi. This engine turned a 6 x 2 at some 28k +. It was un-trimmable.

The initial speed was really quite alarming but the gyrations from there on were pretty hair raising. I tried many tricks but with no luck, so eventually gave up and installed an AME 1cc. This will turn a 6 x 2 at about 23.5 k on high nitro. This I might add is still a pretty small model for this kind of power and a locked-up model.

The model trimmed out quite nicely, launched vertically it will go up in a very tidy right spiral with excellent transition into a surprisingly good glide. the section seems to work OK. I would guess that it gets to about 650 feet in 11 seconds or there abouts.
Altogether a model I would recommend to any tyro. it was very successful in the USA in many sizes.

Now that I have written the article, I will return to the task of seeing whether I can get it to fly with the Profi. A challenge that I cannot really resist, especially now I have RDT installed.

Model details

Wing +4.5 deg. Tail +1.25 deg. CG 65 %.
I think the sharp LE has something to do with the relatively large decalage.

No warps only 2 degrees' washout both tips.

Thrust line 10 deg Down with 1 deg Left.

Weights:

Wing 65 gm Tail 17 gm Fuselage 60gm (pylon 13.6). Engine timer etc 98gm.

Total 240 g. 8.65 ounces

John Thompson

Extract from Model Aircraft December 1959

Flying Off

There's a lot of agitation going on about fly-offs these days. In fact, the way competition is hotting up in the F/F field, it won't be long before they're holding fly-offs for the fly-offs. Only a short while ago we had too few experts chasing too many pots, but now the position seems to have reversed itself, with the contest area simply crawling with expert types, all clocking max's with contemptuous ease, while conserving those extra thousand rubber turns for the inevitable ten-man fly-off.

In these overcrowded circumstances the super expert finds it tough going to lift even the occasional pot. Instead of the glory of the dramatic winning flight he has to partake of the day-long drudgery of max making. During his routine excursions he must ruefully recall the glamour of his pot-lifting heyday, when the rank and file joined in just for the fun of it, or a second or third prize at best.

We should also spare a pang of sympathy for the good lady who dishes out the hardware. Gaily she flits up to the prize-giving rostrum, all winning smiles and condescending benevolence, only to find the clever little boys are not forthcoming. She, poor dear, fears the old charm isn't what it used to be. She wouldn't know the clever little chaps are still out looking for their fly-off models or that the Team Race and Combat kids are fighting on gamely until dusk. She can be excused if she is a bit offhand in her manner to the chuck glider winner.

One way of cutting out the fly-off fiasco is to raise the max limit to ten minutes, use more short-sighted timekeepers, and handicap the experts one minute per pot on the sideboard.

Armchair Flying

The latest news from the fireside front is that all you ex-modelling telly viewers will be seeing flashes of your erstwhile slavery on the commercials. You might say that the one-eyed monster has come to gloat over its victims, but the hobby has suffered setbacks in the past. Not quite as bad as this, admittedly, but we are confident we will survive it.

What surprises me is the telly people accepting this form of advertising. Modern youth, whose most strenuous form of activity is looking at an open air western, might be jolted out of its telly hypnotic state by the sight of a 6 ft. span, radio controlled model of the Comet IV, reputed to have been built by a six-year-old from a 33. 6d. kit, or by the success story of the boy who is twice the man on Splotch's Super Dope. In no time at all he'll be bitten by the model bug, and instead of watching the posse chasing the outlaws across the prairie, he'll be hoofing it across Chobham after his Bandit.

Thirst of the Phew

Having perspired (or sweated, according to one's flying field dignity) through the sort of cloudless summer usually confined to seaside railway posters, we modellers have to admit there's something to be said for a dose of good old fashioned British weather. A touch of tropical heatwave is welcome enough if you are sitting it out on some bikini strewn beach, but if you're waltzing it over the airfield then you're liable to finish up like a wilting wallflower.

Even eating an ice lolly becomes an effort, and, with the naked type sun boring a hot hole in your moulted cranium, the trek across the baking airfield assumes epic proportions. As you stagger along, desert film hero fashion, you yearn for the refreshing splash of the customary puddle beneath your blistered feet instead of the dry, monotonous crunch of expended ice cream cartons. And as you become momentarily airborne on a lurking coke bottle you wish for a spot of yielding dampness to break your fall.

Worse is to follow. Drippingly you reach your model, and find what was once your pride and joy of symmetrical perfection has been roasted into an undulating mass of twists and warps. As you plod desperately back, you console yourself with the thought that at least you did a max., only to realise that a dry D/T burns faster than a damp one.

All you can do is to flop out, close your eyes, and as the twanging music of the heat bursting rubber motors floats across the airfield, dream of soft Hawaiian beaches, or, more refreshing still, Chobham in a typical snow storm.

Pylonius

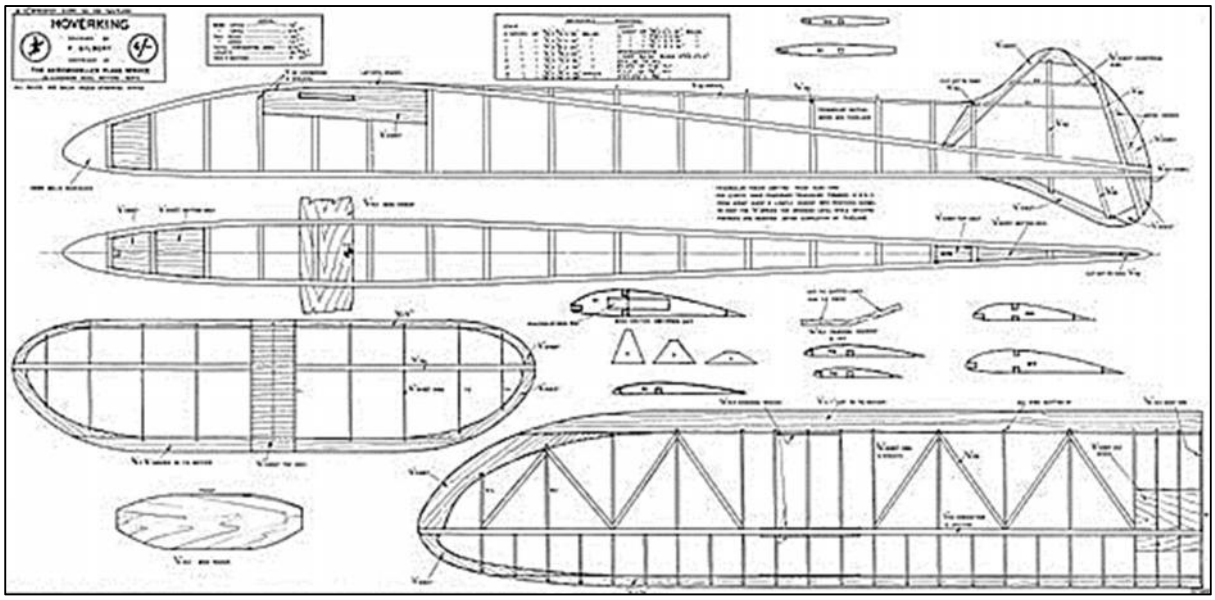
Hoverking - Peter Gilbert

HOVERKING

A .72 INCH SPAN SLOPE SOARER BY

P · GILBERT

Member Pharos M.A.C. . . . Age 18 . . .Works at Admiralty research Lab. . . . Designed "Thunderking", 1949 Nationals winner . . . Now keen on Wakefields and F.A.I. rubber jobs.



There is no reason why Slope Soaring should be limited to aeromods in the few highlands we have in these Isles or to our counterparts in the Alps of Europe. Hoverking is good on any hillock or slope when the wind is favourable. On its second outing Pete tells us: "Launched from a 100 ft. hill, the model remained into wind for 2½ minutes, soaring beautifully before turning downwind." Which emphasises that this design incorporates the prime essential of a slope soarer, the ability to hang nose into wind without losing height.

Those who have yet to see a slope soarer rise and fall with each change of wind current, have thrills in store. With the sole exception of the flat Fen-lands and eastern areas in Lincolnshire, it is possible to find a soaring site within easy distance of each town in the British Isles.

Hoverking also lends itself well to a powered sailplane. A small diesel or gloplug motor can be mounted on a pylon high enough to allow propeller clearance, and positioned between the nose and wing leading edge.

Constructional Notes—

Fuselage: Select hard ¼ in. x ¼ in. balsa for the longerons and spacers. Pin the longerons over the side view, joining them with scarf joints at least 1 in. long. Cut and cement all the spacers except those at the wing position, which are added after the 1/4 in. sheet has been slotted for the wing tongues and fixed. Now cut the 1/4 in. sheet for the nose box and fix in place. Repeat the operation for the second side, building directly over the first side. Remove both sides together and sand the outlines before separating.

Pin the sides upright over the top view on the plan. Cut all the spacers and fit those at the wing position first. The 1/4 in. sheet for the nose box is cemented into place as the fuselage is drawn together.

Use rubber bands to hold in place until the cement is dry. Similarly, the rear of the fuselage is brought together and the remaining spacers are added, together with the sheet which supports the fin outline.

The wing tongues should be cut from 3/16 in. plywood and cemented firmly in position.

Build the fin outline, cut out the fin ribs and cement them to the spar. Add the fin outline and slot the complete assembly into the sheet on the fuselage. Add the 1/4 in. sheet lower fin and the 3/16 in. square sloping spacers. Slot a piece of 1/4 in, square spruce into the spacer in front of the wing "I.E. and join its other end, halfway up the fin outline. Support this spruce longeron with 3/32 in. sheet triangular formers. Finally laminate the nose block and fix in place.

MaInplane:
Cut the ribs from 3/32 in. medium sheet and the two end ribs from 1/16 in. ply. Slot eight of the ribs to take the boxes, which are made of 1/8 in. plywood and bound with thread. Attach four ribs on to each wing box. Notch and shape the 1/4 in. hard T.E. and pin in place over the plan. Add the ribs to the 1/4 in. square spruce spar and the T.E., altering the ribs at the tip at the same time to conform with the taper. Complete by adding L.E. top spar and wing tip. When dry, cut the spars to the correct angle so that they lit flush when the 1/16 in. ply dihedral keepers are cemented in position. Finally, add the wing diagonal bracing.

Tailplane :
Repeat the procedure as for the wing, adding the centre section sheeting whilst still pinned to the plan.

Covering :
The original model was covered with heavyweight rag tissue and coloured with black Aerolac on the fuselage and fin with yellow wings and tailplane. This provides lightweight colouring which is completely waterproof and not affected by damp weather.

Trimming:
When trimmed in calm weather the model should have a long, very fast, shallow glide with no tendency to keep the nose up. When hand launched on flat ground into a moderate wind, the model should float, but if the wind momentarily stops or slows it should put its nose down and take a long time to pull out. Unless the model is trimmed like this it will stall when soaring instead of climbing at the slightest puff of wind. It is naturally trimmed to fly straight. Having trimmed the model over flat ground, try a launch from rising ground. Launch with the nose slightly down and put plenty of effort into the actual throw. An over-powerful launch should result in a slight soar, followed by a smooth nose-down approach to a Landing. Launching at too slow a speed is indicated by a fast sink without much forward motion.

From Aeromodeller Jun 1950 *Peter Gilbert*

Lipos - Jim Paton

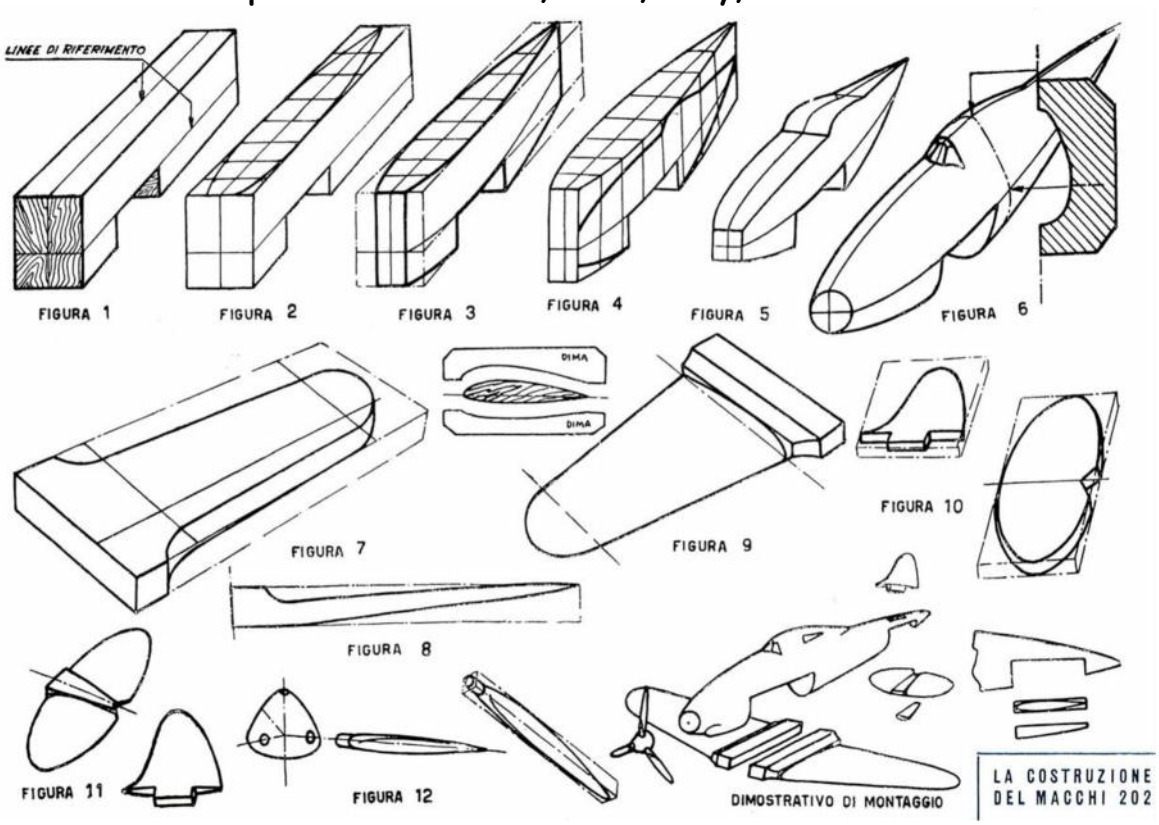
Response to Roger Newman's concerns about lipos.
eBay and Robotbirds and Hobbyking are sources of 1s lipos with Futaba connectors already fitted. I would suggest 70mah is much too small for sports flying with an Orange or Lemon Rx.
I would go for a minimum of 100 and preferably 200 mah.
Here are links to eBay.

Look at this on eBay
3.7V 50mAh - 2200mAh 1S RC LiPo Battery up to 50C All Sizes + Custom Connector

Look at this on eBay
Overlander Lipo Battery 100mAh 1S 3.7V 25C fits Hubsan Q4 (4pcs) #0002677

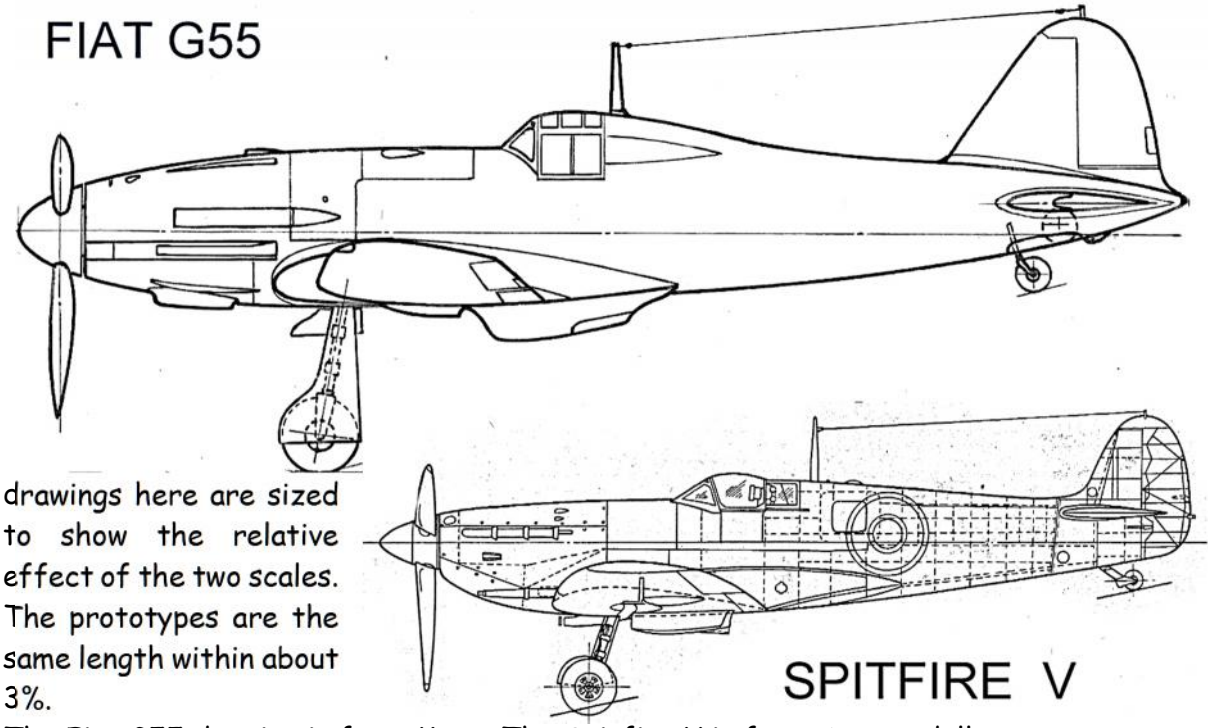
Jim Paton

Report No. 71. MOVO, Milan, Italy, continued.



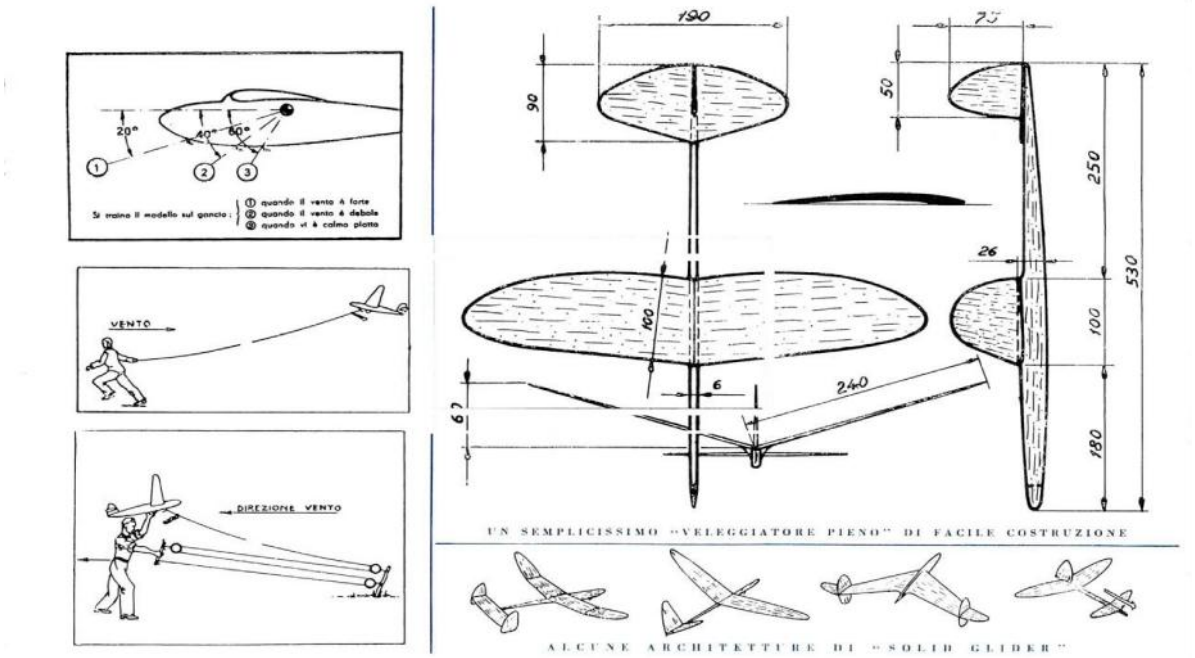
Last month completed a look at the MOVO catalogue of 1943 which covered MOVO kits and plans as far as MOVO M24. The MOVO catalogue for 1945 widened the range to including solid scale models.

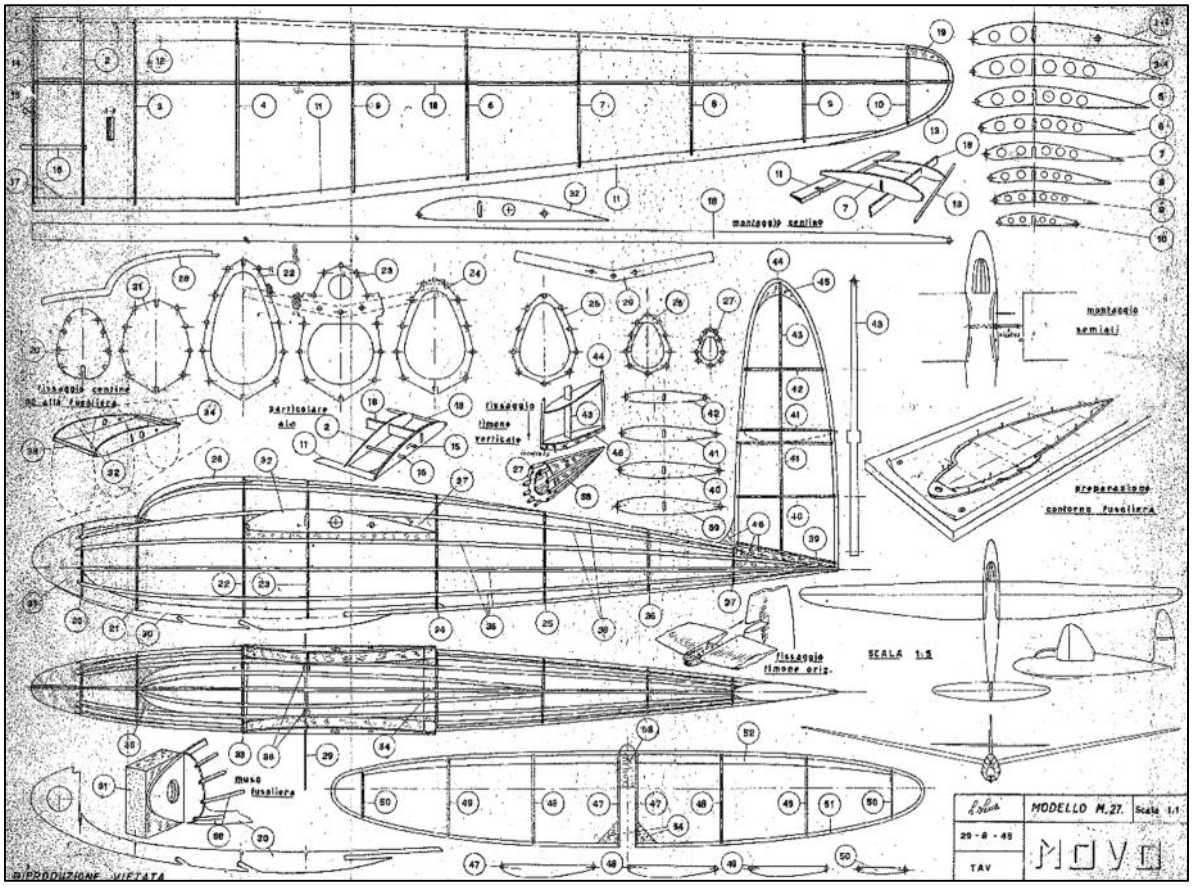
Not being blessed with units of feet and inches the Italians made their solid scale models to a scale of 1:50, whereas we British generally used 1:72 i.e. 1 inch to 6 foot. The drawings here are sized to show the relative effect of the two scales. The prototypes are the same length within about 3%.



The Fiat G55 drawing is from Movo. The Spitfire V is from Aeromodeller.

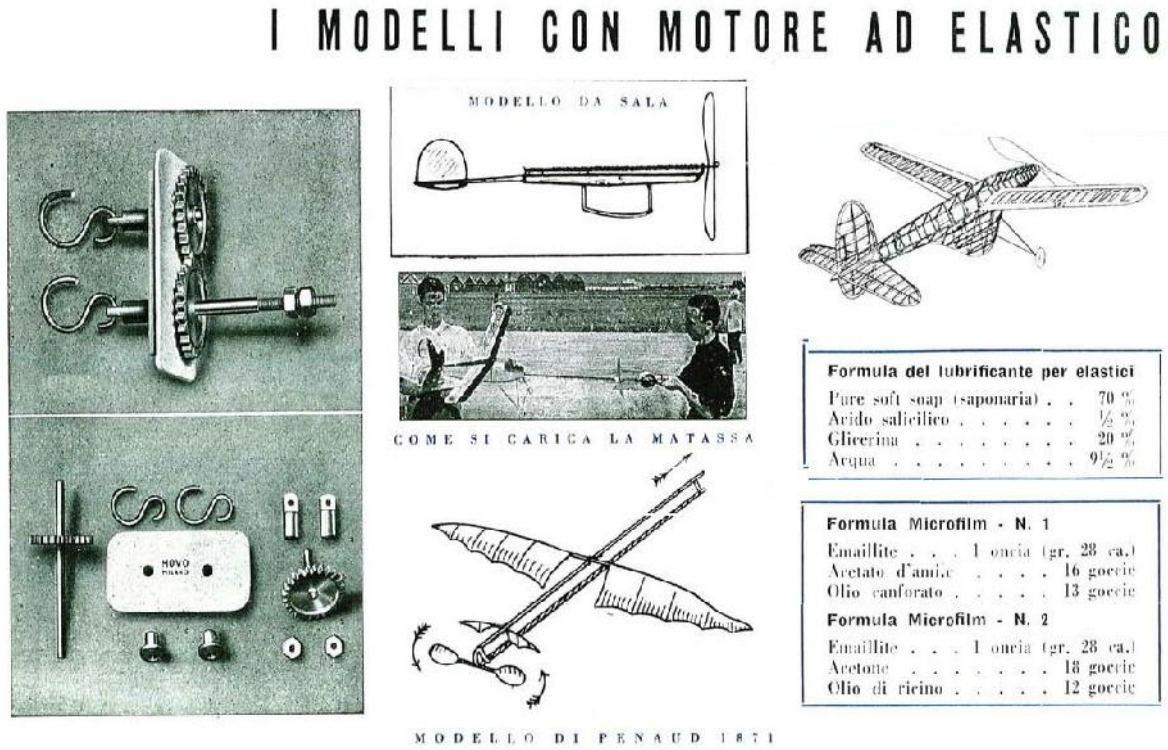
The next section of the catalogue is concerned with boats under the title "NAVIMODELLOSMO" including Navi Antiche, Navi da Guerra, Velici d Regata and Nautica a Motore.
Next is "AUTOMODELLISMO" with a small selection of RTP cars.
At last "AEROMODELLISMO" in which MOVO has abandoned sequencing by model number and is now using sections by type of model.
Starting with gliders, it gives first some general advice, including the position and use of tow hooks, and a plan for a simple solid glider.



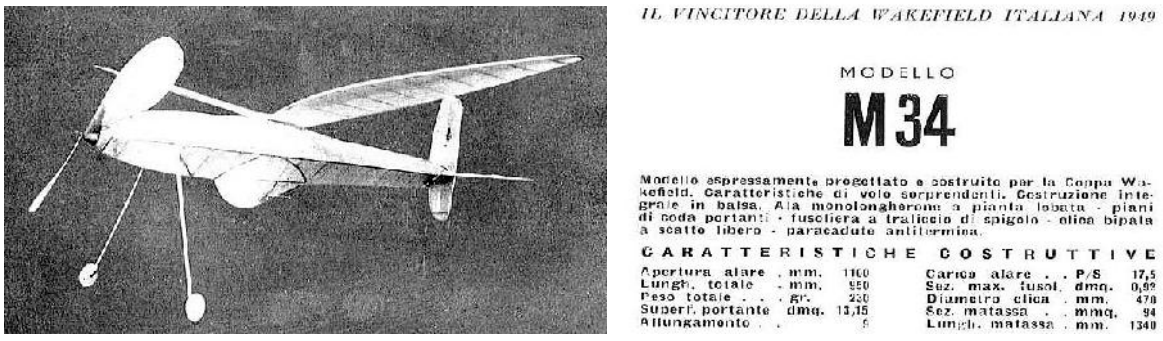


The only new plan in this section is the MOVO M27, a glider of 35" span which looks somewhat familiar. Please e-mail if you recognise it.

The rubber powered model section also starts with some general advice, then a page on rubber motors and a page of accessories including sets of gears which seem to be for twin motors rather than return gears.
Below are some sketches, pictures and charts from this section, note the Jaguar, the 1948 Wakefield Cup Winner, designed by Ted Evans.



The one new rubber model in this catalogue is the MOVO M34, a Wakefield model of 43" wingspan with an underbelly similar to the Jaguar but not incorporating the undercarriage mounting. This design is stated to be the Italian Wakefield National Winner of 1949. Unfortunately, I have no plan.



Next month the completion of the look at the MOVO catalogue of 1945 with some new power models and the first mention of MOVO U'Control models, or control line models to us in the U. K.
Just the one plan available by e-mail, the MOVO M27 glider, do not forget to contact me if you recognise it or perhaps a near cousin.
I am sure that you will all spot and forgive the "deliberate" mistake.
Roy Tiller, tel 01202 511309, email roy.tiller@ntlworld.com

Roy Tiller

Northwich Swap Meet - David Lloyd-Jones

The Northwich Swapmeet is back home again!

This swap meet for both vintage and modern model aircraft engines, kits, and accessories, and at one time the largest in the UK (started over 30 years ago) had to move out of town, as the Northwich Memorial Hall was about to be redeveloped into a totally new building with restaurant and swimming pools, concert hall, etc.

It has been temporarily located in the town of Middlewich for a couple of years, but now the new "Memorial Court" is open for business again at the same site!

We invite you to join us at the larger hall, where we can accommodate twice as many tables at the same cost as at Middlewich (our temporary location)!

If you have no stuff to sell, but want to buy - THIS IS THE PLACE - or just bring your swimming gear and visit the Swap meet anyway!
More than ample FREE parking, and a brand new £80 million shopping centre nearby for "her indoors" as well!

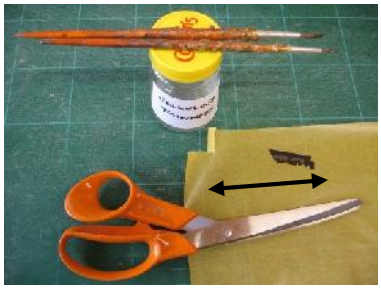
We need YOU to make this "rebirth" a success, so please support us, so that it may continue successfully into the future.

The date? . . . February 19th 2017, starting at 9.30 am.

Full details including a booking form, map, and poster for your model shop, can be printed from www.northwichswapmeet.co.uk

David Lloyd-Jones

Indoor isn't for Everyone Pt7 - Nick Peppiatt



In the last issue Fig 4. was supposed to indicate the direction of the grain in Jap Tissue with a black double ended arrow but reproduction somehow lost it so here we have the correct picture and grain indication.
Note: tissue tears more easily along the grain than across it, also the grain can be seen, albeit with difficulty, if tissue is held up to a strong light.

Continuing the Nesmith Cougar covering

Fig 1 shows the fuselage after covering sides and bottom. Thinking ahead, I have added a pair of balsa triangles, which will help fair in the top covering between the wing te and fuselage. I have not yet worked out what will happen with the covering at the junction between the stabiliser and fuselage. I guess that I will cut a slot in the fuselage tissue and bond the tissue to the top of the stab with a small amount of dope. Alternatively, it is probably not too late to add a thin balsa fillet to support the fuselage covering at this point. The plan of the model is certainly not clear on this point! A piece of black tissue will be applied to the top of the nose. The rest of the top covering will be applied once the wing and top centre stringer have been fitted.

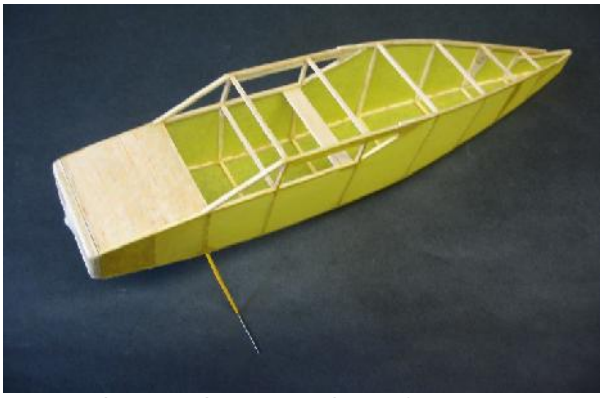


Fig 1. Fuselage covered apart from top

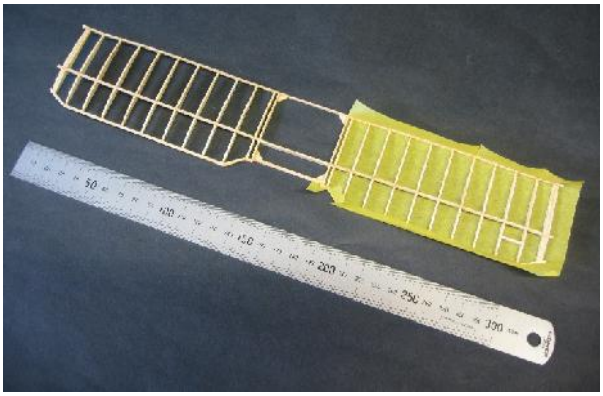


Fig 2. Covering on lower side of port wing before trimming excess material.

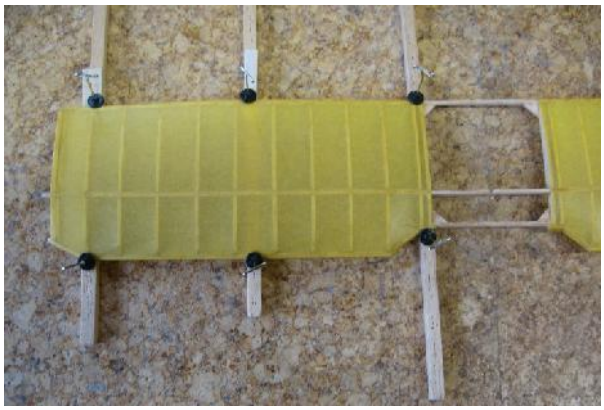


Fig 3. Pinning down wing after steam shrinking.

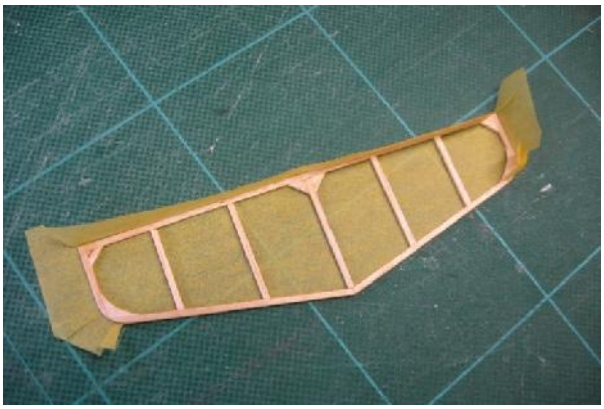


Fig 4. Covering stabiliser

Covering the wing is relatively straightforward, Fig 2. I made cuts in the tissue so that it could be rolled round the le and te using the damp finger technique. The excess tissue was then trimmed back with the razor blade and a couple of coats of dope applied to the areas where the top and lower surface covering would overlap. I managed to cover the top surfaces with one piece of dry tissue without causing many wrinkles. Again this is by applying thinners through the tissue to soften the dope on the framework underneath

and gently stretching the covering and pressing down on it where it contacts the edges of the wing. If the positioning is not satisfactory, thinners can be reapplied, the tissue lifted and moved slightly. When the covering was complete I shrank the tissue using steam from a kettle and then pinning the wing panel down overnight using 5mm square spacers to keep the underside clear of the board, to allow more even drying, and the appropriate packing for the washout (Fig 3). Obviously, the covering on the two wing halves is shrunk separately.

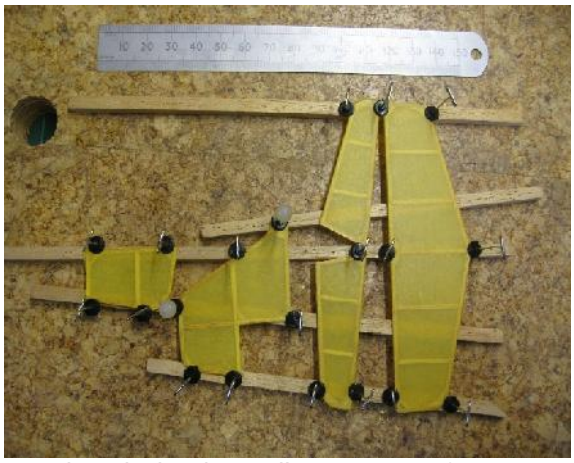


Fig 5 Pinning down tail components after steam shrinking. 5mm sq strips keep the Surfaces away from the building board

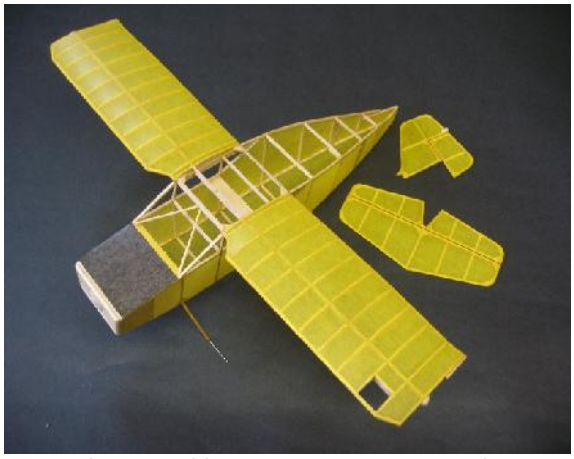


Fig 6 Nesmith Cougar components ready For the initial stages of paint finishing. The hole in the leading edge of the port wing Will be covered in clear material to represent the landing light

The tail feathers were covered in a similar manner. For the curves at the tips a number of radial cuts were made in the excess tissue. Fig 4 shows the stabiliser with one side covered. The tissue has been wrapped round the le and trimmed, wrapped round the te and one tip, ready for trimming, and left as cut on the other tip. Once covered, the tail components were steam shrunk and pinned down overnight (Fig 5).

Minimal doping is required on indoor models. In this case I applied one coat of thinned HMG banana oil, again pinning down the flying surfaces overnight after applying. The false ribs at the wing tips were then carefully cut off, the le, te and spar sanded flush with the tip rib and a piece of tissue applied to cover the exposed balsa.

The noseblock was given two coats of sanding sealer, sanding well between the coats. The adjustable nose button was glued in with Superphatic adhesive.

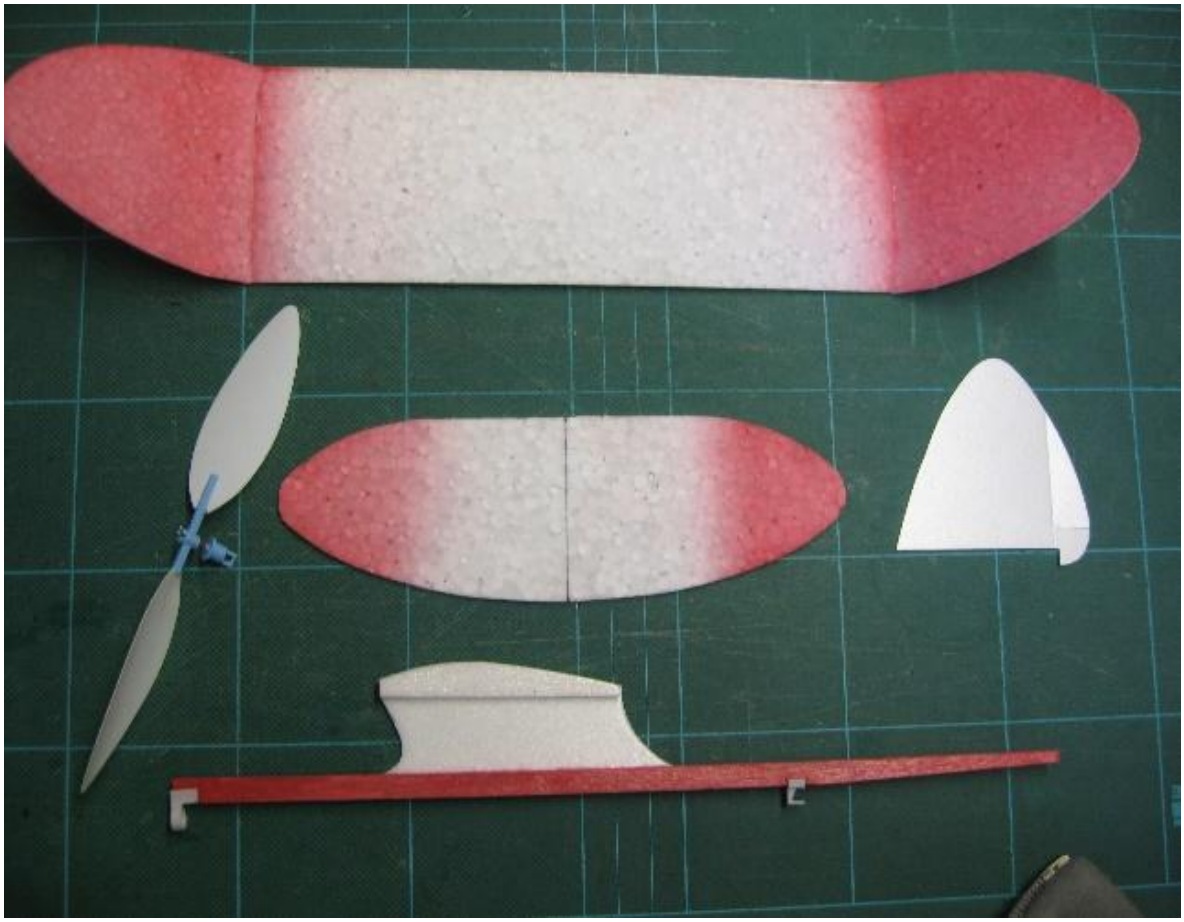
Up to this point the construction has been very similar to any small rubber model, apart from more ribs and a little more detail. However, a small sport rubber model is rarely paint finished, tissue trim generally being used. Tissue trim can also be used effectively on scale models, but a paint finish is more realistic and will gain more scale points. However, pigmented paint is relatively heavy and needs to be sprayed on using an airbrush. The model ready for initial airbrushing is shown in Fig 6. The wing has not been glued on. I have added some scale detail; the cabin bracing, which I have fitted to match the photographs rather than the 3-view, was made from rounded 1/16" sq wood, as have the aileron mass balances on the wing tips. Rounded balsa is easily made by gently sanding the square strip in a piece of folded garnet paper held between the thumb and forefinger whilst rotating the strip with the other hand. Shaped pieces of balsa have also been added to represent the navigation lights on the wing tips and the fin. These were attached with Ambroid thinned with a 50/50 MEK/acetone mix. (Sadly, Ambroid is another product that is no longer manufactured.) These wood parts have been sealed with sanding sealer.

The covered weights at this point are: -

Component	Weight (or more correctly, mass)
Fuselage covered except top and u/c	3.33 g
Nose block and adjustable bush	1.28 g
Covered wing	2.35 g
Covered stabiliser and elevator	0.44 g
Covered fin and rudder	0.18 g

Serene

Our supremo John Thompson has chosen Richard Preston's Serene for a Crookham Contest Modellers one model indoor competition, which may have been why Roger Newman selected a copy of the plan (AeroModeller February 2015) for his column last month. If you want a quick build for indoor flying, this may be an answer. The Nesmith Cougar build, which I have been describing over the past six months or so clearly isn't! I was able to knock up the components shown in Fig 7 on the day of the SAM1066 AGM, and this included attending the meeting. The balsa leading edge was attached to the wallpaper foam with aliphatic resin glue, and the foam plastic parts joined with Bison adhesive. I decided to add some colour (red ink) to make it look less bland and also to help any time-keeper identify the model amongst similar ones. The red ink was brushed onto the balsa fuselage stick and airbrushed onto the wing and stab tips. More on airbrushing next time.



Nick Peppiatt

Free Flight Calendar for 2017 - John Ashmole SAM35 FF sec

Postal contests:

29th Apl to 28th May.....Under 25" Vintage Rubber.
17th Sep to 15th Oct .....Lulu Glider (Two classes, towline and Hi Start)

Area Postals:

5th Mar (2nd Area) and **26th Mar** (3rd Area)
"March Wynde" for lightweight Rubber (Two classes)

25th Jun (5th Area) and **16th Jul** (6th Area)
"Summerglide" for under 50" Classic and Vintage Gliders

17th Sept (7th Area) and **15th Oct** (8th Area)
"Autumn Trophy" for P30

At the Free Flight Nationals:

Sunday 28th May.....Wakefield, 4oz. And 8oz. (Administered by FFTC.)
Monday 29th May.....36" Hi Start Glider……Under 25" Vintage Rubber
Biplane precision (two classes. Rubber and i.c.)

At Old Warden:

Sunday May 14th .....Frog Senior Duration (Two classes)
and Biplane Precision (Two classes)
Sunday 23rd Jul……Masefield Trophy for Rubber Scale
and Earl Stahl Trophies
Sunday* 24th Sept..... Rubber Bowden (Two classes)

Elsewhere:

Should it become possible to do so, an event will also be run at the new BMFA Free Flight field at the earliest opportunity.

Notes:

Please check with the "Updates" page on the SAM 35 website (scroll down from "Events") for any enforced changes, and any informal comments and clarifications that seem appropriate. Results of all contests will appear promptly on the "Results" page.
The two postal contests are open to SAM 35 and SAM 1066 members worldwide.
All other events open to all insured members of BMFA.
Explanation of "Area Postals" and the procedure for entering Postal contests will appear in the December issue of "SAM Speaks." and subsequently in "New Clarion."
Where two classes are listed, the specifications appear within the rules pages, and contestants may enter both classes.
The P30 contest will be to BMFA Rules, the 36" Hi Start Glider event is to PMFC rules, other rules and procedures are on the SAM 35 website.
* signifies day to be confirmed.

Any queries, please contact John Ashmole, editor@peterboroughmfc.org
(member of 1066 and 35.)

"Sports" (ie, non-contest flyers) are **very welcome** to attend all these events and enjoy the facilities provided. Your presence is valued, as it is well understood that not all modellers want to take part in contests.

Free Flight action from March to October...now it's up to you....

John Ashmole
SAM35 FF sec.

World Record Attempt - John Andrews

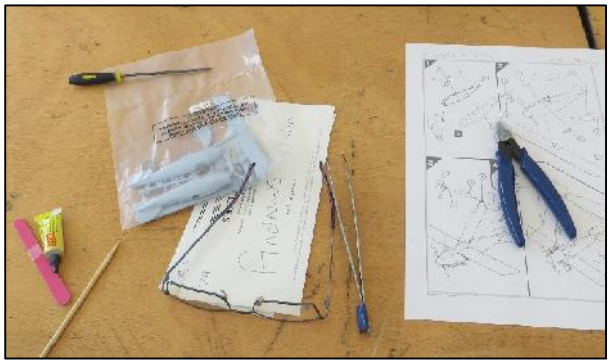
Rachel and I could well become world record holders, albeit together with 380 or so other modellers. We both took part in an Official Guinness World Record attempt for

'Most People Constructing Aircraft Kits'

by building an Airfix Albatros on Sunday 20th November 2016
at the Shuttleworth, Old Warden Aerodrome, Biggleswade.

There were in excess of 380 people crammed into a large marquee all beavering away, after the starting siren, putting together an Airfix 1/72 scale Albatros Kit.

We were all provided with the kit of parts in a plastic bag together with an instruction sheet, tube of cement and a very good pair of side cutters. We had with us emery boards, tweezers, spectacles and a bamboo stick to dispense small quantities of cement if necessary.



The organisation of the attempt was a formidable task in itself and the marshals, of which there were many, should be proud of the relatively smooth running of the day.

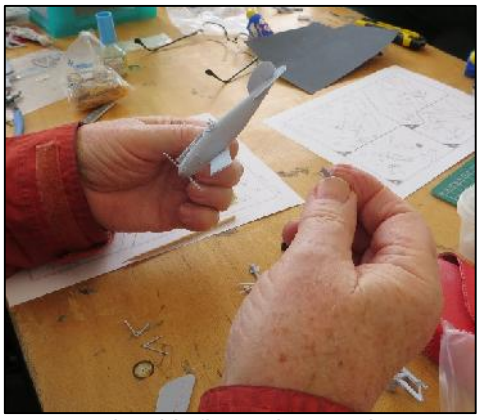
We had entered the event by email and on the day we first registered by surname and received a colour coded sticker for display on our persons, I was 79 Green. Before event start time we returned to the marquee and were seated by our Green Zone marshal at a table with the kit of parts etc. shown in the picture above. We were instructed by PA on the sequence of events to follow and at the sound of a siren all participants commenced to build. We had 2 hours to complete a reasonable attempt at the assembly. Our marshal stated that all that was required was something that looked like a bi-plane. When we had finished our models we had to take them to our Green Zone marshal for inspection and recording and to receive our certificate of participation.

Not the best model I've made but it served its purpose

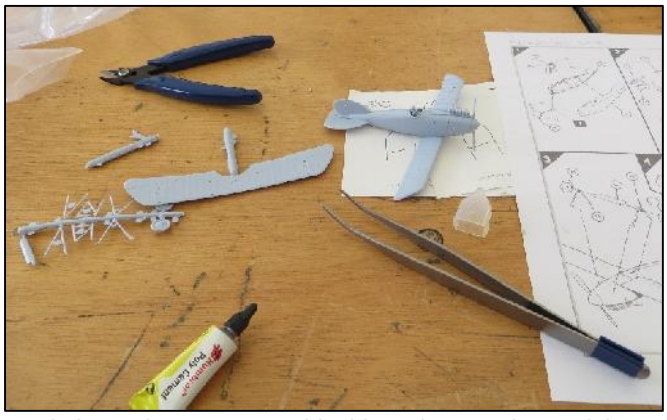
Then we all had to queue to be photographed with our model and certificate, presumably part of the verification process.

After the photo session we were given a box to carry off the fruits of our labour, then it was off to the café to feed the inner man. We could have repaired to one of the hangers where all the where with all to paint the models was available but we had had enough of plastic kits for one day. I certainly have no desire to attempt to build any other kit, the parts were so fiddly and did not seem to fit together properly, but that was probably just me and my bumble fingers.

Staying with us were Martin Pike and the kids Rory and Catlin and we all travelled to the event together to participate. Unfortunately, Rory was suffering from a bout of sickness and how he managed to last out the day in miserable weather conditions and still build his aeroplane speaks volumes for his fortitude.



My bumble fingers in operation



Rachel's work area, reasonably tidy and more advanced than I

All in all it was a good day out and a worthy attempt at the record, which currently stands at 250. I can see no reason why the attempt should not be ratified. There may well be several disqualifications for unfinished models as I spied models in the queue without upper wings, but with over 380 starters it is difficult to imagine that the record will not be raised by a significant amount.

John Andrews

Secretary's notes for December 2016 - Roger Newman

Our esteemed Editor has provided an accurate & concise review of the AGM. Thanks to all who attended - much appreciated by your Committee. As part of a follow up to the proposals approved by the meeting, quite a lot of time has been spent this month tidying up the DBHL plan library files. On the last count, there were approx 2500 files ready for transfer to the Outerzone website, with another 650 or so to look at/convert or discard. The intention is to provide a set of files that can be added to the existing Outerzone collection when convenient, such that they can be downloaded instead of making a request to me to send a file. Albeit, that facility will still exist. Once the task is completed, attention can then be turned to sorting out the 1000 or so paper plans from the late John Wingate, followed by listing the digitised Italian plans that Roy (Tiller) has kindly sorted out from the vast amount of stuff sent to us by SAM 2001. Completion maybe by the end of the winter?

News on the EASA front has gone quiet – as one might expect, whilst they digest the feedback that maybe makes them think a little more deeply. No update from the BMFA either, one can only hope that Dave Phipps was co-opted onto the committee of technical experts to provide sensible advice.

No news of any great consequence either arising from the Defence Estates review, published this month. The only topic that could possibly affect us was a statement on the future of Middle Wallop but alas – this was neatly sidelined by civil service speak - taken from the section concerning Army Operations thus;

"The optimisation of helicopters basing is being pursued to align with procurement plans. Through this ongoing work we are seeking to maximise the opportunities afforded by the introduction of replacement equipment capabilities and training and support solutions. The intent is to achieve consolidation onto fewer operational airfields in a way that best facilitates operational and training outputs and efficient equipment support."

A literal interpretation being broadly – we don't actually know what to do yet!

Next Year

After consultation with the FFTC & sorting out the calendar to avoid obvious clashes, we arrived at four dates to hold meetings on Salisbury Plain next year, subject of course to the BMFA being granted a suitable licence. The dates are 17th April (Easter Monday); 18th June; 30th July & 30th September. As is our tradition – two of these dates will be shared with the Croydon Club such that they can hold their Wakefield & Coupe events. Full details of all comps are now on our website & the BMFA website; they should also appear in the Aeromodeller & SAM 35 magazine. As always, sport fliers will be most welcome to take advantage of the vast open space of Area 8.

Regrettably, although encouraged by vibes from the Museum at the AGM to make a submission for MW next year, which was done – the submission was refused on the same grounds as this year. It seems unlikely that we will get back on this beautiful airfield until there is a sensible rethink by those in Authority. However, SAM 35 has been granted two dates to hold RC events. These dates will have to be shared with the Ghost Squadron, but it's better than nothing. For those of you who are unaware – the Ghost Squadron fly very large RC powered models & gliders that regularly reach altitudes in excess of 1000 feet.

Deep pockets are needed for this sort of activity & their events are usually attended by around 30 – 50 folk. Sometimes spectacular but not our sort of modelling.

Ramblings

Not much going on this month due to the aforesaid actions on plans, other than a trip to Beaulieu to take advantage of a very calm day for some trimming. A new Junior 60 with an old Comp Special flew "off the board" which was very satisfying, as did a completely refurbed Southern Dragon. The re-engined Deacon needed a slab of lead up front but survived!

Junior 60 ready to go

Day of relaxed flying – refurbed Southern Dragon reclines at the back

On the RDT front Jim Paton kindly sent me a link for an alternative single cell lipo, which I have still to follow up – but, thanks Jim.

The Gildings auction results have been published on their web site. Interesting to see what prices people are willing to pay – look at what the kits fetched.

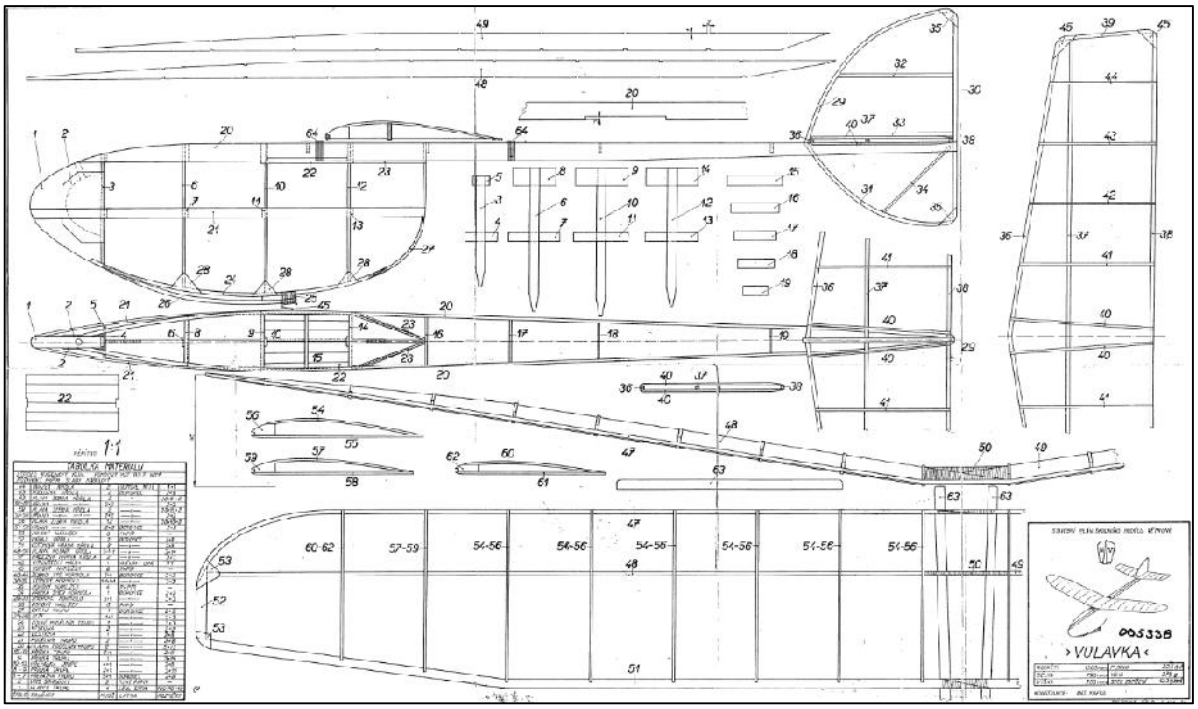
Buildwise – yet another (stupid?) impulse. Whilst looking through old magazines, saw a reference to the Penny Rocket by Albert Hatfull. Roy (Tiller) dug-out & sent me a scan of the article & plan. Guess what? It is now half built! Just have to decide which engine should be used before the fuselage is committed. Biggest problem has been locating some 3/8" dowel for the boom. Look at the plans for the month! In a more rational moment, the winter build program has been reduced to Super Zomby "A" & a Spook 48 as I have the kit for the latter purchased on a whim at Old Warden earlier this year.

Finally - on a happy note, a phone call last Sunday morning to say that my errant Caprice had been found at Ashurst – a long way away from where it was last heading & some 8 miles north from where we were flying. As it has been in the open since 11th Sept, it will be interesting to see what remains when I collect the bits later today.

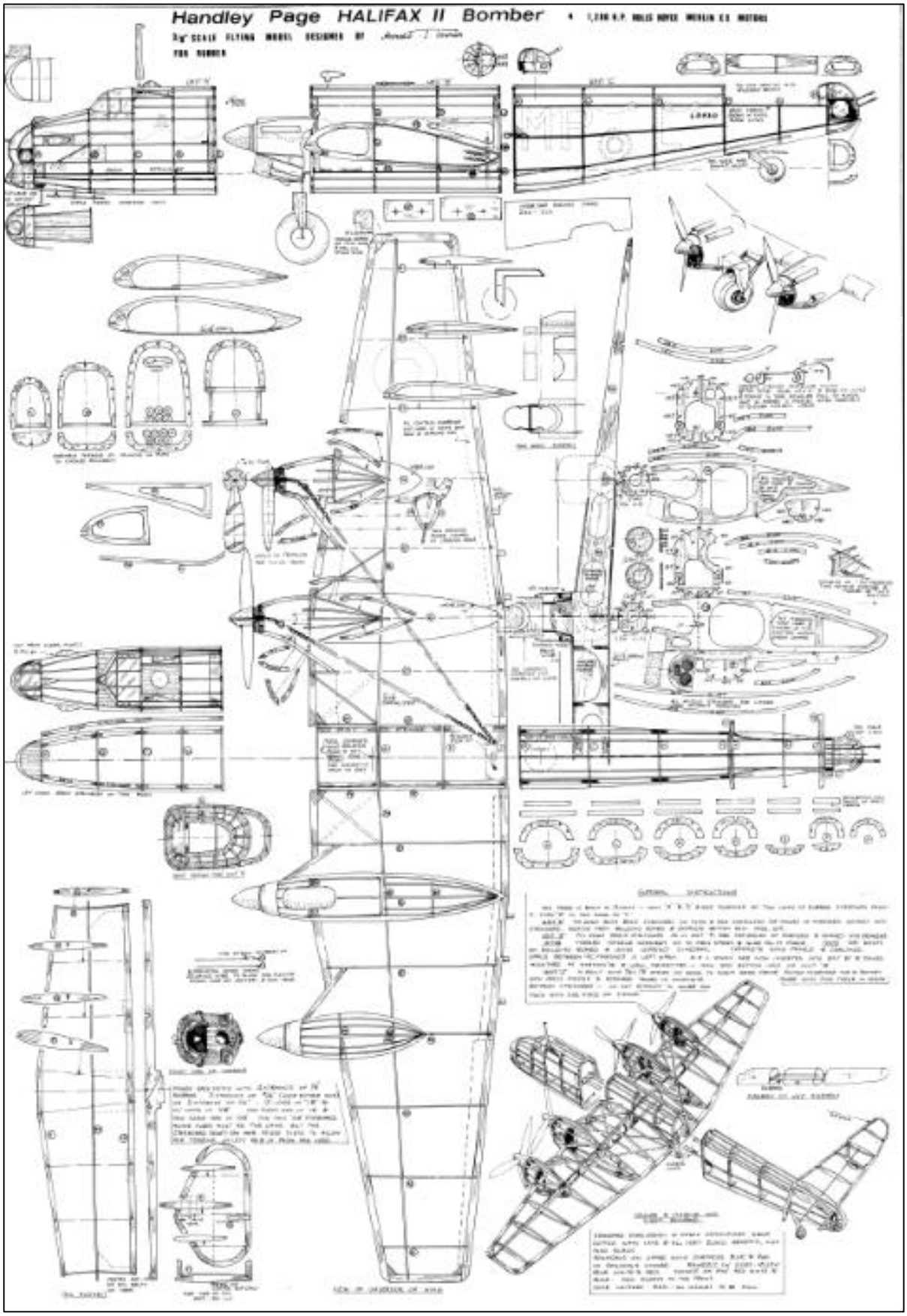
Survivor!

Postscript: Back minus tailplane & somewhat battered. Apparently must have landed amongst a canopy of rather high trees & got blown out by the gales this week, as it was adjacent to a well-used path & would have been seen sooner if on the ground. Is it worth repairing – probably not, the centre panel of the wing is badly warped & the model needs a total recover; will I do it – probably yes! The Caprice has the habit of finding a sniff of lift & a delight to fly – too good to scrap.

Plans for the month:

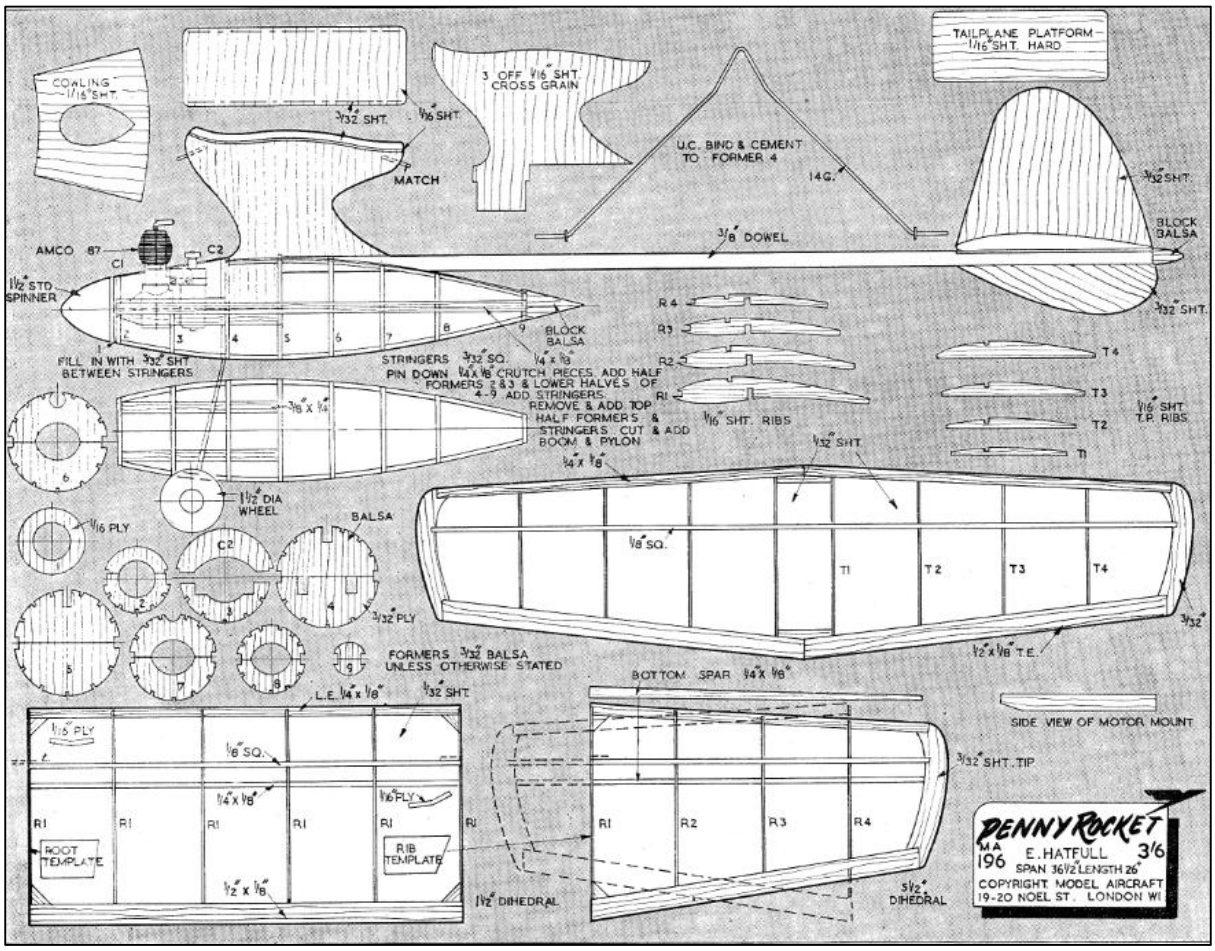


Glider: Pod & boom being the flavour of the month, here is one from Czechoslovakia – Volavka or Heron in English.



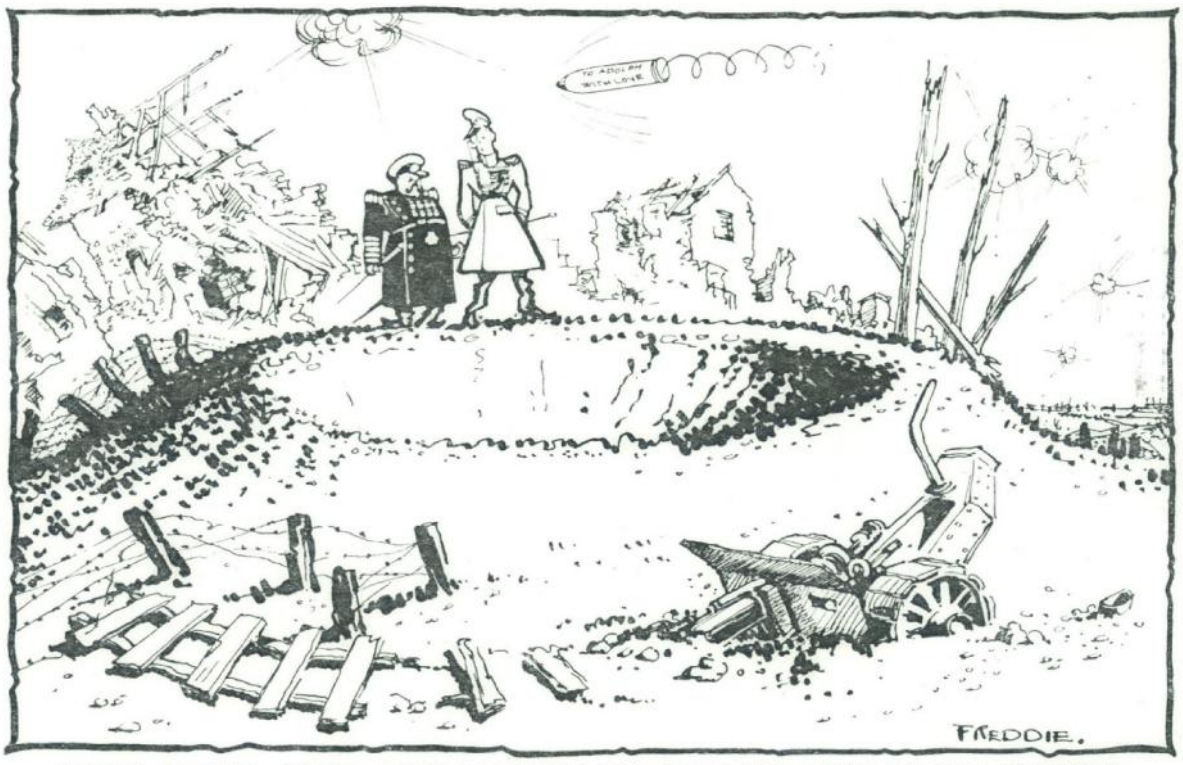
Rubber: having had to look at loads of plans, couldn't resist one of Harold Towner's superb scale models.

A challenge to build, let alone fly! HP Halifax. Way beyond my capabilities.



Power: What else but the Penny Rocket!

Roger Newman



"MINE CRATER? NEIN! THAT IS WHERE BOB COPLAND'S LIGHT-WEIGHT CRASHED."

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REMEMBER – BOOK EARLY AND TELL ALL YOUR FRIENDS ABOUT THIS EVENT

We invite you at

15. EUROPEAN SAM RC CHAMPIONSHIP

18.6 – 23.6. 2017

SLOVAKIA – **Airport NITRA**

http://www.airportnitra.sk/en/index.html

Yet see, where is the airfied located:

https://www.google.com/maps/place/Nitra+Airport+(ZNI)/@48.279798918.1320275,1698m/data=!3m1!1e3!4m5!3m4!1s0x0:0x1cf9554eca45104!8m2!3d48.2802353!4d18.1331277

...bulletin coming soon !!!

We are looking forward to meet You in Nitra.

SAM SLOVAK REPUBLIC, chapter 119
Fero Swiety president
Tel.: 00421 905 339 894
e-mail: fero@swiety.sk

At La Grande Coupe de Birmingham on December 4th
competitors can use the opportunity to "double-up" with Mark Braunlich's 1960's Coupe postal. If they declare an eligible model to the CD on entry then the top placed such model will receive a prize in addition to any they may gain in the F1g contest.
All other details as below,
contact gavin.manion84@gmail.com for further information

La Grande Coupe de Birmingham (Part Trois)

Sunday December 4th

at MOD North Luffenham

Qualifying event for "Euro Challenge F1G"
2016/2017 (provisional)
starting at 10:00am

F1G for the Aeromodeller Trophy
Two rounds between 10:00 & 12:00
then 3 rounds to timetable; finish at 14:45

Pre '58 Vintage Coupe for the Bernard Boutillier Trophy
3 flights (no rounds) start 10:00, finish at 14:45

Special prize
Bottle of fizz for the best aggregate score in both events

Entry Fee £10 covers both events

Maxes as determined by conditions on the day
Fly-offs (Not DT!)

Prize giving and hot drinks/nibbles in the Golf Club
(hot food available for purchase at the club bar)

For further information contact:
Gavin Manion at gavin.manion84@gmail.com
tel 01543 422509
or Stuart Darmon at stuartdarmonf1a@yahoo.com
tel 01858 882057

L'AQUILONE SAM 2001
TOMBOY RALLY INTERNATIONAL POSTAL CONTEST
01/06/2016 to 31/05/2017

We wish to present this competition to all the lovers of this nice model with the only aim of having fun in a postal contest which is organized to provide some fun flying together or at the same time as are all postal contests. The Tomboy Rally wants to prove the performance of this model alongwith the ability of the builder and pilot, without reaching the peak agonism of usual contests and only wishing to fly the model having fun in a relaxed manner. After having carried out some tests we have decided to admit the use of i.c. engines and electric motors trying to reduce the gap between them.

Model

The 36" or 44" wing span (as per plan Aeromodeller) and 48" (as per Boddington plan or 36 " scaledup) models are admitted; Models may be fitted with floats as per plan (scaled-up for 48" version); no minimum weight; reinforcement or lightening of the structure with respect of the basic outline of the original model are admitted; materials to be used are those found on the plan; plastic covering in place of tissue, silk or other is admitted. More than one person can use same model;

Same model can flight in L.G. or float version; Lone fliers can self-launch and time

Engine/motors

I.c. engines and electric motors are admitted within the following limits:

36"-44" WINGSPAN

I.C. Engines:

Any engine with 1 cc. maximum displacement; Fuel tank : 3 cc. R/C carburettor is admitted.

Electric Motors:

Any electric motor is admitted with direct drive

The engine cannot be stopped and started again: the motor must run continually without interruptions till the end of the battery charge or competitor's decision; no folding prop is admitted; if a folding prop is fitted the blades must be held open with a rubber band;

Battery: 450 Mah 2 cell LiPo - separate battery pack for Rx is allowed

48" WINGSPAN

I.C. Engines:

Any engine with 2, 5 cc. maximum displacement; Fuel tank : 6 cc. R/C carburettor is admitted.

Electric Motors:

Any electric motor is admitted with direct drive

The engine cannot be stopped and started again: the motor must run continually without interruptions till the end of the battery charge or competitor's decision; no folding prop is admitted; if a folding prop is fitted the blades must be held open with a rubber band;

Battery: 500 Mah 3 cell LiPo - separate battery pack for Rx is allowed

Flights and results

Each competitor may fly as many flights as wished during the admitted period but only the best flight will be considered for the final result. Hand launches are admitted. The flight time start when the model is released or takes off. The flight time ends when the model lands or hits a fixed obstacle. In case the model flies out of sight, the timekeeper will time for 10 seconds after losing sight of the model . Timing will continue if model is seen again or stopped after 10" deducting this time from the total time of the flight.

Awards :

A diploma for all competitors and prizes for the first three in each version rank.
Special prize for best flight in float version.

Results

Results, address, photos and technical specification about model must be forwarded to the Organization within the 15th June 2017 to Curzio Santoni (cusanton@tin.it) or to Gianfranco Lusso (gfl@orange.fr). Many pleasant flights and happy landings to ALL !!!!

SPECIAL PRIZE VIC SMEED

SAM 2001 have scheduled an extra Diploma that will be awarded to the best flight in Tomboy floatplane version (36",44" or 48") taking off from water. The Editor will send to the winner a Diploma signed By SAM 2001 President and a bottle of special Italian Wine to drink to Vic Smeed! Good ROW and flight

SPECIAL PRIZE DAVID BAKER

We have scheduled a special prize for the three best flights obtained with 36" Tomboy F/F. Only engines diesel max 0.75 c.c. shall be used. The other rules are the same for 36" or 44" wingspan type. It is possible to use an R/C Tomboy, however, being this a free-flight contest, the time must be stopped when transmitter is used, since the aircraft model should fly freely from any control from the ground.

Good thermals

FLITEHOOK

Indoor Free Flight Meeting
West Totton Centre,
Hazel Farm Road,
Totton, Southampton.
SO40 8WU

Café on Site

Contact Flitehook
E-mail flitehook@talktalk.net
Tel. No. 02380 861541

Flyers £6, Spectators £2

Sundays 10.00a.m. to 4.00p.m.
2nd October 2016
6th November 2016
4th December 2016

~~Tuesday 27th December 2016~~
~~10.00a.m. to 3.00p.m.~~
CANCELLED

2017
Sundays

8th January 2017	9.00a.m. to 1.00p.m.
12th February 2017	10.00a.m. to 4.00p.m
12th March 2017	10.00a.m. to 4.00p.m
9th April 2017	10.00a.m. to 4.00p.m

Bloxwich Indoor Flyers

Free Flight & lightweight RC

Sneyd Community School

Vernon Way, Sneyd Lane,
Bloxwich, WS3 2PA

Saturdays 2pm until 5pm
Flyers £5 Spectators £2

Sept 3rd – Oct 1st – Nov 5th – Dec 3rd

Contact:- Allan Price: Tel: 01922 701530
e-mail: montrose32@btinternet.com

Indoor Flying with the South Birmingham MAC

Mainly Free Flight

Thorns Leisure Centre.

Stockwell Ave.
Off Thorns Road - Quarry Bank - West Midlands - DY5 2NU
Saturdays 1pm until 4pm

Sept 10th – Oct 15th – Nov 19th – Dec 17th

Admission - Flyers £5.50 - Spectators £2.00

Ultra-light R/C models may be flown for the first 15mins of each hour
(quad copters or heavy fast flying models not accepted)

For further information phone Colin Shepherd 0121 5506132
or e-mail colin@colinwilliam.wanadoo.co.uk

BMFA South West

Indoor Flying

Cornwall Vintage Aeromodellers
at
Saints Health and Fitness Ctr.
St Austell Rugby Club
Tregorrick Park, St Austell
Cornwall, PL26 7AG

Sundays 1200 to 1600

2016

Sep 25th - Oct 23rd - Nov 20th - Dec 11th

2017

Jan 22nd — Feb 19th — Mar 19th

Mainly free flight
some micro R/C (fixed wing & helicopters)

Admission: Flyers **£7** Spectators **£1**

Contacts:
Cornwall - David Powis on 01579 362951
dave_powis@hotmail.com
Devon - Roger Bellamy on 01752 257826
randmbellamy@gmail.com

BMAS
BOURNEMOUTH MODEL AIRCRAFT SOCIETY

INDOOR MODEL FLYING
2017
ALL TUESDAYS
24TH JANUARY
28TH FEBRUARY
28TH MARCH

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

FREE FLIGHT ONLY

COMPETITIONS: GYMINNIE CRICKET & SERENE LEAGUES

ALL FLYERS MUST HAVE BMFA INSURANCE

FLITEHOOK NORMALLY IN ATTENDANCE
Adult Flyers £5 Spectators £1.50

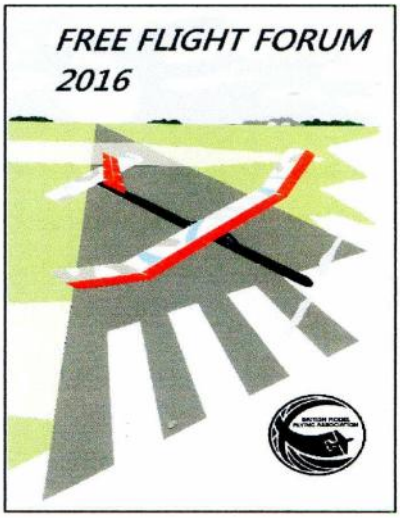
CONTACTS: John Taylor Tel. No. 01202 232206
Aubrey Bugden e-mail bugden863@btinternet.com

THE 2016 FREE FLIGHT FORUM REPORT

HOT OFF THE PRESS

The new 2016 BMFA Free-Flight Forum Report, the thirty-second, has just been published. Each year we try to provide a mix of information on as wide a range as possible of free-flight, and the following contents list shows what this year's Report covers.

Indoor Scale Free Flight Gliders - Andy Sephton;
Juniors in Free Flight - Mark Gibbs;
Carbon Fibre for Aeromodellers - Mick Lester;
Making & Testing F1B Rubber Motors - Peter Brown;
Computations at Low Reynolds Number and a New Aerofoil for F1G (Coupe) Models - Alan Brocklehurst;
Carbon Fibre Covered Prop Blades from Simple Tooling - Phil Ball;
Weather Forecasts - How Good Are They and How to Interpret Them - Mark Gibbs;
Capitalising on Low Drag Aerofoils and All That- Alan Brocklehurst;
Basic Propeller Theory – Andy Sephton;
Methanol to Lithium - Peter Watson;
Dave Greaves 1942-2016 - An Appreciation, + plans and features on Adam Beales's Nats winning Open Rubber model,
Ray Elliott's E-36 Satellite,
Mark Benns's F1D indoor model and
Trevor Grey's E-36.

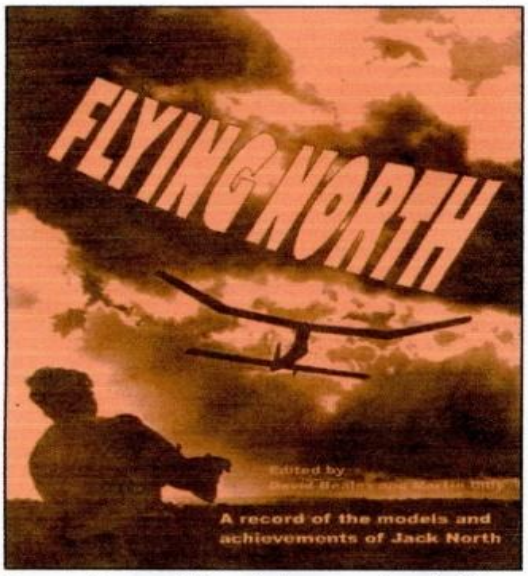


The **UK price is £12.00** including postage;
to **Europe it's £15** and **everywhere else £17**.
Sales of the Forum Reports help to defray the heavy expenses of those representing Great Britain at World and European Free-Flight Championships. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling, drawn on a bank with a UK branch; you may also order by credit card, which is a lot easier (and cheaper).

Copies are available from :

Martin Dilly
20, Links Road,
West Wickham,
Kent,
BR4 OQW

or by phone or fax to: (44) + (0)20-8777-5533, or by e-mail to martindilly20@gmail.com
(NB new e-mail address)

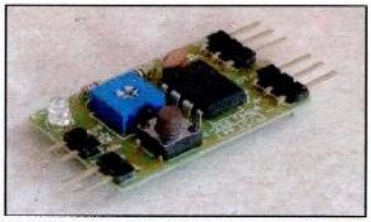


Flying North is a 163 page book covering the model flying career of Jack North, and including 23 previously un-published plans of his aircraft. Access to Jack's drawings and notes dating back to 1938 means that there are a number of designs in the book likely to be tempting to the nostalgia-minded.

Contact: Martin Dilly on
020 8777 5533 or write to:
20, Links road,
West Wickham.
Kent BR4 OQW or e-mail:
martindilly20@gmail.com

The price in the UK is £18; airmail to Europe £20 or to anywhere else £22. Cheques should be payable to BMFA F/F Team Support Fund, in pounds sterling only, and drawn off a bank with a branch in the UK, you may also order by credit card, all proceeds help to fund the expenses of those representing Great Britain at World and European FF Championships

E-Zee Timers



E-ZEE FF Combined Electric Motor Power and Servo Operated DT Timer Type EFF 1
Cost £15.00 + p & p

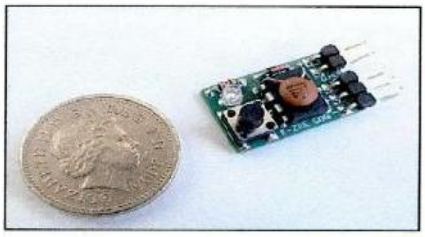
This timer controls electric motor power and run-time (via an ESC) and after a further delay drives a D/T servo to terminate the flight. The motor power is set by a single turn potentiometer and the motor run and D/T periods are set by a simple push button / LED interface

- motor run duration:-adjustable 1 to 30 seconds, set in 1 second increments
- d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
- motor power:-adjustable at all times from zero to full throttle (by potentiometer)
- push button immediately stops the motor at any point during the flight profile
- duration settings are saved in memory a single button push serves to repeat a flight.

Length 30mm Width 20mm Height 11mm Weight 5gm

For installations where the timer is inaccessible remote pushbuttons and LED's are available

Servo operated DT Timer only Type SDG 1 Cost £12 + p & p



This timer was originally developed for use with 36 inch hi start classic gliders, but will be of interest to all sports free flight flyers not requiring electric motor control. The timer drives a D/T servo to terminate the flight, the D/T periods being set by a simple push button / LED interface. Driven by a small 30mAH battery and using a 2 gram servo the avionics can be used as nose ballast so there is no overall weight gain

- d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
- push button immediately cancels the flight at any time
- duration settings are saved in memory a single button push serves to repeat a flight.

Length 22mm Width 13mm Height 11mm Weight 2gm

Timers are supplied with a comprehensive instruction manual and users guide

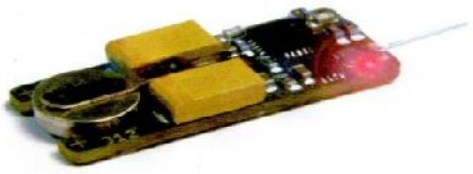
E-Zee Timers have been designed and are manufactured in the UK
Exclusively available from

Dens Model Supplies

On Line shop at www.densmodelsupplies.co.uk
Or phone Den on 01983 294182 for traditional service

BUGS

Free Flight Model Tracker



£50.00 - each including 6 batteries
Ready to use radio tracker
Suitable for most handheld receivers
Powered by one 312 ZincAir hearing aid battery
27mm long, 11mm wide, 5mm thick 3 grams including battery
Run time around 10 days
Red LED flashes when transmitting
Available in any frequency from 140MHz to 980MHz
Supplied in protective heatshrink
Very quick delivery, often next day
On sale at
http://www.leobodnar.com/shop/index.php?products_id=217
or contact Peter Brown 07871 459291 for options

DBHL Plan Service

The rules for obtaining plans.

If you want a copy of any plan from our library, please read the following:

As from 31st July 2011 only digital files of plans from the DBHL will be available. It is up to the recipient of such files to get them printed, as my local Copy Shop has closed & at present there is no alternative source for me to get plans printed at an economic rate.

The process for obtaining a digital file of a plan is:

Email request to rogerknewman@yahoo.com,
quoting Plan Name & I.D. number (1st & 2nd Cols respectively in the list).

If the plan has already been digitised, the requester will receive an email with an attachment of the plan in a digital format that can be printed at a local Copy Shop. The easiest ways to do this is either to download the plan from your PC to a memory stick & take the memory stick to your copy shop (but check with them first that they can handle digital files!), or – if your copy shop accepts emails, send them an email with the attachment, asking them to print the attachment. Scaling is automatic.

If the plan has not yet been digitised, a scan of the paper plan has to be done but this could take up to two weeks, sometimes longer if a clean-up is necessary. Once I have received the digitised file back, the requester will receive an email with an attachment of the plan.

This service is provided at no charge.

You are reminded that many more plans are available through our cooperative venture with partners in the USA, New Zealand & Slovakia. The combined list of these plans can be accessed via www.co-op-plans.com. Any plans requested via the Coop incur a small charge – see the web site for details. Exactly the same principle applies in that only digital files of **plans are available.**

VINTAGE COUPE PLANS.

Ed Bennett regrets that he is no longer able to supply hard copies of Coupe D'Hiver plans. These plans are to be digitized for downloading as data to purchasers' computers.

Further information will be advised in due course.

MSP PLANS PRESENTS

Vintage, Classic, Sport and other Duration Designs

MSP PLANS drawn by Martyn Pressnell, offer a collection of model aircraft designs selected for their aesthetic qualities or unique origins. 'Popular Plans' are stocked, the more complex 'Collectors Plans' are printed to order including Historic Notes. All drawings are AO size, some as twin plans.

The list below includes Vintage Models generally pre 1951 and Classic Models 1951 to 1961.
Photos of most models can be seen on my website - www.msp-plans.blogspot.com

POPULAR PLANS • £7.00 EACH INCLUDING UK POSTAGE. FOLDED FOR POSTING

MICK FARTHING 1942	The 40 in span Lightweight Contest rubber model with a diamond fuselage.
MICK FARTHING'S THE PAPER BAG'	Mick Farthing's last lightweight rubber model of 1946.
RAFF V *1947*	Designed by Norman Marcus who was National Champion in 1946.
ODENUAN'S 1950 *NORDIC A2*	Swedish Championship glider, placed second in the first World International in 1950.
SENATOR 1950	RUBBER Designed by Albert Hatfull and kitted in 1950. Twin plan with Ace
ACE 1950 RUBBER	Designed by Bill Dean and kitted in 1950. Twin plan with ***SENATOR.***
ENGLISH VIKING *1953 A2 GUDER*	Designed by Bill Farrance twice winner of the SAM Radislav Rybach trophy.
CRESTA	A 38 in wingspan low-wing design for small diesel or electric motor installation.
FRED BOXALL'S 1956 OPEN RUBBER MODEL	Twin plan with Boxall's ***SEAPLANE.***
FRED BOXALL'S SEAPLANE (1965)	Twin plan with the 1956 *OPEN* ***RUBBER MODEL***
LAST RESORT 1956 CLASSIC RUBBER	Open Rubber Model designed by Jim Baguley, Twin plan with ***FIRST RESORT.***
FIRST RESORT 2006	by Martyn Pressnell for the BMFA Rubber Class. Twin plan with ***LAST RESORT.***
WINDING BOYII 1956	by Urtan Wannop, 38 in.span, Twin plan with ***McGILLIVRAY's LIGHTWEIGHT.***
JACKMcGILIVRAY's LIGHTWEIGHT 1958	36 in. span lightweight rubber model Twin plan with ***WINDING BOYII.***
CAPRICE 1959 GLIDER	The renowned lightweight glider of 51 in span. Twin plan with ***GAUCHO.***
GAUCH01960	power duration model for 1.5 cc engines. Designed in 1959 Twin plan with ***CAPRICE.***
VAKUSHNA1959 A2	Designed by Brian Dowling this glider won the 1960 Richer Cup

COLLECTOR'S PLANS - £10.00 EACH FOLDED OR ROLLED. WITH HISTORICAL NOTES

JUDGE 1945 WAKEFIELD	by Bert Judge to the 1945 rules as a direct descendant of his 1936 Wakefield Cup winner,
HERMES MAJOR	A 150% enlargement to 81% in span, of the 1949 *HALFAX* ***HERMES***
FRANK LOATES' 1949 WAKEFIELD	Canadian Wakefield 5th in the World Championships at Cranfield, England, in 1949.
BORJE BORJESSON'S 1949 WAKEFIELD	Swedish Wakefield 6th in the World Championships at Cranfield, in 1949.
GHOST WAKEFIELD 1951	John Gorham's 1951 Wakefield, a successful rubber model from the early 1950's.
RON WARRING'S 1952 WAKEFIELD	The geared geodetic model, developed by Ron Warring for twin motors,
NIGHT TRAIN Mk I 11960	George French's Night Train which pioneered the use of VIT systems in the UK

MSP PLANS PRESENTS NEW PLANS

HI-START GLIDERS 2013 - 36 in span

AVENGER 1952	John Gorham's classic A2
CAPRICE 1959	Neville Willis' classic lightweight glider
VINTAGE A2 1950	Odenman's.

HI-START GLIDERS 2014 – 36 in span

SATU 1950	J Bennett's vintage A2
PETREL1964	Frog's beginner's kit glider
MAD'S DREAM 1959	Brian Dowling's classic A2.

To order plans for UK delivery please write with cheque (£ sterling) made payable to Martyn Pressnell, 1 Vitre Gardens, Lymington, Hants, SO41 SNA.
For overseas delivery of Popular Plans send local bank notes equivalent to £10.00.
Enquiries: please write or email martyn.pressnell@btintemetcom

Check my website : www.msp-plans.blogspot.com
This identifies the collection of plans that I have produced for aeromodellers together with the rules for the Bournemouth Club Classic Rubber class. There is also a sample of the publications produced over the years with 'Rubber Motors - Maximum Turns' as the current offering.
I hope you find this a useful website which will be updated with more information from time to time. Martyn Pressnell

Provisional Events Calendar 2016

With competitions for Vintage and/or Classic models

February 14th	Sunday	BMFA 1st Area Competitions
March 6th	Sunday	BMFA 2nd Area Competitions
March 25th	Friday	Northern Gala, North Luffenham
March 27th	Sunday	Middle Wallop **CANCELLED**
March 28th	Monday	Middle Wallop, **CANCELLED**
April 10th	Sunday	BMFA 3rd Area Competitions
April 23rd	Saturday	Middle Wallop, **CANCELLED**
April 24th	Sunday	Middle Wallop, **CANCELLED**
April 23/24th	Sat/Sunday	London Gala & Space, Salisbury Plain
May 15th	Sunday	BMFA 4th Area Competitions
May 28th	Saturday	BMFA Free-flight Nats, Barkston
May 29th	Sunday	BMFA Free-flight Nats, Barkston
May 30th	Monday	BMFA Free-flight Nats, Barkston
June 4th	Saturday	Middle Wallop, **CANCELLED**
June 5th	Sunday	Middle Wallop, **CANCELLED**
June 25th	Sunday	BMFA 5th Area Competitions
July 24th	Sunday	BMFA 6th Area Competitions
July 30th/31st	Saturday/Sunday	East Anglian Gala, Sculthorpe
August 7th	Sunday	**SAM1066 Meeting,** on Area 8 Salisbury Plain
August 14th	Sunday	Timperley Gala, North Luffenham
August 20th	Saturday	Southern Gala, Salisbury Plain
September 11th	Sunday	BMFA 7th Area Competitions
October 16th	Sunday	BMFA 8th Area Competitions
October 29th	Saturday	Midland Gala, North Luffenham
October 30th	**Sunday**	**SAM1066 AGM, Middle Wallop**
November 20th	Sunday	Middle Wallop, **CANCELLED**

Please check before travelling to any of these events.
Access to MOD property can be withdrawn at very short notice!

For up-to-date details of SAM 1066 events at Middle Wallop check the Website – **www.SAM1066.org**

For up-to-date details of all BMFA Free Flight events check the websites **www.freeflightuk.org** **or** **www.BMFA.org**

For up-to-date details of SAM 35 events refer to SAM SPEAKS or check the website **www.SAM35.org**

Useful Websites

SAM 1066	-	www.sam1066.org
Flitehook, John & Pauline	-	www.flitehook.net
Mike Woodhouse	-	www.freeflightsupplies.co.uk
GAD	-	www.greenairdesigns.com
BMFA Free Flight Technical Committee	-	www.freeflightUK.org
BMFA	-	www.BMFA.org
BMFA Southern Area	-	www.southerarea.hamshire.org.uk
SAM 35	-	www.sam35.org
MSP Plans	-	www.msp-plans.blogspot.com
X-List Plans	-	www.xlistplans.demon.co.uk
National Free Flight Society (USA)	-	www.freeflight.org
Ray Alban	-	www.vintagemodelairplane.com
David Lloyd-Jones	-	www.magazinesandbooks.co.uk
Belair Kits	-	www.belairkits.com
Wessex Aeromodellers	-	www.wessexaml.co.uk
US SAM website	-	www.antiquemodeler.org
Peterborough MFC	-	www.peterboroughmfc.org
Outerzone -free plans	-	www.outerzone.co.uk
Vintage Radio Control	-	http://www.norcim-rc.club
The National Free Flight Society	-	www.freeflight.org
Model Flying New Zealand	-	http://www.modelflyingnz.org

Are You Getting Yours? - Membership Secretary

As most of you know, we send out an email each month letting you know about the posting of the latest edition of the *New Clarion* on the website.

Invariably, a few emails get bounced back, so if you're suddenly not hearing from us, could it be you've changed your email address and not told us?

To get back on track, email membership@sam1066.org to let us know your new cyber address

(snailmail address too, if that's changed as well).

P.S.

I always need articles/letters/anecdotes to keep the New Clarion going, please pen at least one piece. I can handle any media down to hand written if that's where you're at. Pictures can be jpeg or photo's or scans of photos. I just want your input. Members really are interested in your experiences even though you may think them insignificant.

If I fail to use any of your submissions it will be due to an oversight, please feel free to advise and/or chastise

Merry Christmas From Your editor John *Andrews*